P. D. MOORE

This day the Court set for the purpose of appointment commissioners to ascertain the amount of compensation due the said P. D. Moore for land taken by this court f lic road; and it appearing to the Court that written notice has been given by this legal service thereof by the Sheriff of this County to the said P. D. Moore of the of this Court to sit on this day for the purpose of appointing said commissioners; appearing that this Couft has a lawful right to take the property described in sa for the purpose set out therein and that said land so proposed to be taken is nec the purpose aforesaid and will be used therefor and the Court, now deeming it pro point commissioners to ascertain a just compensation to the said party herein bef the owner of said land by taking the same for the said public road as in said not in the manner and form required in Section 138 of Chapter 43 of the Code of 1923, doth hereby nominate thirteen disinterested free holders of this county, as follo Jas. Gibson, L. D. Sharp, W. C. Gardner, Luther Coyer, Reed Moore, F. P. Kidd, R. M. C. Smith, J. S. McNeel, G. A. Sheets, H. L. Kesler, French Sutton, and Glenn B the said P. D. Moore appearing by counsel the Court proceeded to ascertain as pro from the said thirteen free holders, five thereof to act as commissioners, which choice fell upon the following named five free holders of said thirteen to act as ers, to-wit: W. C. Gardner, Reed Moore, F. P. Kidd, G. A. Sheets, and French Sut

Thereupon, it is ordered by the Court that the said five free holders so select as such commissioners do proceed with all convenient speed and after viewing the said defendant herein named and hearing any proper evidence offered ascertain, ac law, what will be a just compensation to the said P. D. Moore for the said parcel so proposed to be taken as aforesaid and make report of their proceedings to this the 4th day of December, 1923, at which time a special session of this Court will receive and act upon said report and when the interested party herein named may a do what is necessary to protect his interest.

And the Clerk of this Dourt shall furnish an attested copy of this order to the herein named.

COUNTY COURT OF POCAHONTAS

VS.

P. D. MOORE

UPON PROCEEDING TO TAKE LAND FOR PUBLI

This day the Court set for the purpose of appointment commissioners to as the amount of compensation due the said P. D. Moore for land taken by this lic road; and it appearing to the Court that written notice has been given legal service thereof by the Sheriff of this County to the said P. D. Moore of this Court to sit on this day for the purpose of appointing said commiss appearing that this Couft has a lawful right to take the property described for the purpose set out therein and that said land so proposed to be taken the purpose aforesaid and will be used therefor and the Court, now deeming point commissioners to ascertain a just compensation to the said party here the owner of said land by taking the same for the said public road as in sa in the manner and form required in Section 138 of Chapter 43 of the Code of doth hereby nominate thirteen disinterested free holders of this county, as Jas. Gibson, L. D. Sharp, W. C. Gardner, Luther Coyer, Reed Moore, F. P. Ki M. C. Smith, J. S. McNeel, G. A. Sheets, H. L. Kesler, French Sutton, and C the said P. D. Moore appearing by counsel the Court proceeded to ascertain from the said thirteen free holders, five thereof to act as commissioners, choice fell upon the following named five free holders of said thirteen to ers, to-wit: W. C. Gardner, Reed Moore, F. P. Kidd, G. A. Sheets, and Fren

Thereupon, it is ordered by the Court that the said five free holders so as such commissioners do proceed with all convenient speed and after viewin said defendant herein named and hearing any proper evidence offered ascerta law, what will be a just compensation to the said P. D. Moore for the said so proposed to be taken as aforesaid and make report of their proceedings t the 4th day of December, 1923, at which time a special session of this Cour receive and act upon said report and when the interested party herein named do what is necessary to protect his interest.

And the Clerk of this Court shall furnish an attested copy of this order herein named.

table or desk for a typewriter.

COUNTY COURT OF POCAHONTAS
VS.
P. D. MOORE

UPON PROCEEDING TO TAKE LAND FOR PUBLIC ROAD.

This day the Court set for the purpose of appointment commissioners to ascertain and report the amount of compensation due the said P. D. Moore for land taken by this court for a public road; and it appearing to the Court that written notice has been given by this Court by legal service thereof by the Sheriff of this County to the said P. D. Moore of the intention of this Court to sit on this day for the purpose of appointing said commissioners; and it appearing that this Court has a lawful right to take the property described in said notice for the purpose set out therein and that said land so proposed to be taken is necessary for the purpose aforesaid and will be used therefor and the Court, now deeming it proper to appoint commissioners to ascertain a just compensation to the said party herein before named, the owner of said land by taking the same for the said public road as in said notice set out in the manner and form required in Section 138 of Chapter 43 of the Code of 1923, the Court doth hereby nominate thirteen disinterested free holders of this county, as follows, namely, Jas. Gibson, L. D. Sharp, W. C. Gardner, Luther Coyer, Reed Moore, F. P. Kidd, R. H. Auldridge, M. C. Smith, J. S. McNeel, G. A. Sheets, H. L. Kesler, French Sutton, and Glenn Salford, and the said P. D. Moore appearing by counsel the Court proceeded to ascertain as provided by law from the said thirteen free holders, five thereof to act as commissioners, which lot and choice fell upon the following named five free holders of said thirteen to act as commissioners, to-wit: W. C. Gardner, Reed Moore, F. P. Kidd, G. A. Sheets, and French Sutton.

Thereupon, it is ordered by the Court that the said five free holders so selected to act as such commissioners do proceed with all convenient speed and after viewing the premises of said defendant herein named and hearing any proper evidence offered ascertain, according to law, what will be a just compensation to the said P. D. Moore for the said parcel of land so proposed to be taken as aforesaid and make report of their proceedings to this Court on the 4th day of December, 1923, at which time a special session of this Court will be held to receive and act upon said report and when the interested party herein named may appear and do what is necessary to protect his interest.

And the Clerk of this Court shall furnish an attested copy of this order to the commissioners herein named.

It is further ordered that [illegible]
the work of completing said road has been interferred with on account of s
this court agrees to crown the road without charge, the points having been
on between this court and the representative of the State Road Commission.

THE COUNTY COURT OF POCAHONTAS COUNTY)
VS.) UPON A PROCEEDING TO TAKE LA
P. D. MOORE) PUBLIC ROAD.

Thid day the commissioners heretofore appointed to ascertain the comp
the said land owner, P. D. Moore, is entitled for the land sough to be ta
ing, filed their report with the Clerk of this Court, fixing the compensat
land woner for the land taken, as well as damages to the residue beyond th
to be derived to said residue from the work to be constructed, at the sum
there being no exceptions to the said report taken by the said land owner,
ceiving no just grounds of exception thereto, and this Court being willing
sum of $175.00 to the said land owner, it is therefore, ordered by the Cou
report be ratified, confirmed and accepted in all its parts. And it is fu
the Clerk of this Court do issue a draft payable to the said P. D. Moore f
$175.00 payable out of the Class "A" Road Fund.

It is further ordered by the Court that the title to the said land so
for, as ascertained by said report, and as appears from the papers filed i
described as follows, to-wit:

A certain parcel or section of land FORTY FEET in width, with such ad
as may be required for slopes, fills and cuts, and the center line th
following location, to-wit: BEGINNING on the line of the lands of Ne
Moore at or near Sta. 384 plus 65, thence continuing and running thro
P. D. Moore to a stake on the line of the lands of C. P. Collins, at
plus 75, running on the bearing and location shown on the proper plat
State Road Commission's Project No. 3182A,

shall be vested in this Court for the purpose for which said land has been
ceeding. And the Clerk of this Court is directed to record this order in
Book of this County, as well as in the County Court order book.

IN RE: ACQUIRING RIGHTS-OF-WAY FOR THE STATE ROAD ALONG THE ROUTE OF PROJ
and 3182B

It [illegible]

ed after the said Warn Lumber Corporation has removed its said railroad; and it is further ordered that said work of completing said road, bridge and culverts be done at the unit prices fixed in the contract between the State Road Commission and Batteshill & Goode, the amount thereof to be paid by the State Road Commission to this court upon the completion of the work contemplated by this order.

It is further ordered that the work of completing said road, bridge and culverts be done according to the specifications set out in the contract above referred to, and is to be approved by the Division Engineer, or his representative duly authorized for that purpose.

It is further ordered that at certain other places along the route of said project, where the work of completing said road has been interferred with on account of said railroad, that this court agrees to crown the road without charge, the points having been this day agreed upon between this court and the representative of the State Road Commission.

THE COUNTY COURT OF POCAHONTAS COUNTY)
VS.) UPON A PROCEEDING TO TAKE LAND FOR A
P. D. MOORE) PUBLIC ROAD.

Thid day the commissioners heretofore appointed to ascertain the compensation to which the said land owner, P. D. Moore, is entitled for the land sough to be taken in this proceeding, filed their report with the Clerk of this Court, fixing the compensation to the said land woner for the land taken, as well as damages to the residue beyond the peculiar benefits to be derived to said residue from the work to be constructed, at the sum of $175.00; and there being no exceptions to the said report taken by the said land owner, and the Court perceiving no just grounds of exception thereto, and this Court being willing to pay the said sum of $175.00 to the said land owner, it is therefore, ordered by the Court that the said report be ratified, confirmed and accepted in all its parts. And it is further ordered that the Clerk of this Court do issue a draft payable to the said P. D. Moore for the said sum $175.00 payable out of the Class "A" Road Fund.

It is further ordered by the Court that the title to the said land so taken and paid for, as ascertained by said report, and as appears from the papers filed in this proceeding described as follows, to-wit:

> A certain parcel or section of land FORTY FEET in width, with such additional width as may be required for slopes, fills and cuts, and the center line thereof is on the following location, to-wit: BEGINNING on the line of the lands of Newton and Grover Moore at or near Sta. 384 plus 65, thence continuing and running through the lands of P. D. Moore to a stake on the line of the lands of C. P. Collins, at or near Sta. 385 plus 75, running on the bearing and location shown on the proper plat and plans of the State Road Commission's Project No. 3182A,

shall be vested in this Court for the purpose for which said land has been taken in this proceeding. And the Clerk of this Court is directed to record this order in the current Order Book of this County, as well as in the County Court order book.

IN RE: ACQUIRING RIGHTS-OF-WAY FOR THE STATE ROAD ALONG THE ROUTE OF PROJECTS NUMBER

described as follows, to-wit:

A certain parcel or section of land FORTY FEET in width, with such additional width as may be required for slopes, fills and cuts, and the center line thereof is on the following location, to-wit: BEGINNING on the line of the lands of Newton and Grover Moore at or near Sta. 384 plus 65, thence continuing and running through the lands of P. D. Moore to a stake on the line of the lands of C. P. Collins, at or near Sta. 405 plus 75, running on the bearing and location shown on the proper plat and plans of the State Road Commission's Project No. 3182A,

shall be vested in this Court for the purpose for which said land has been taken in this proceeding. And the Clerk of this Court is directed to record this order in the current Deed Book of this County, as well as in the County Court order book.

IN RE: ACQUIRING RIGHTS-OF-WAY FOR THE STATE ROAD ALONG THE ROUTE OF PROJECTS NUMBER 3182A and 3182B

It appearing that the Court is unable to agree with certain of the land owners along the route of the State Road Commission's Projects Numbers 3182A and 3182B, as to the amount of the compensation that should be paid them for land taken for the right-of-way for said road, and it appearing to the Court that the land owners hereinafter named have asked excess-

sive amounts, it is therefore ordered that the Prosecuting Attorney of this County is hereby directed to institute condemantion proceedings in the Circuit Court of Pocahontas County, West Virginia, under the provisions of Section 138, of Chapter 45 of the Code of 1923, as amended by Section 138 of Chapter 6 of the Acts of 1923, for the purpose of acquiring the right-of-way for the said State Road over the property of the following land owners, to-wit: W. N. Buzzard, C. D. Newman, Ellis M. Buzzard, and C. D. Newman, C. P. Collins, H. N. Moore, E. W. Ruckman and J. C. Harper, Trustees for the property of the Mt. Carmel M. E. Church, South, and Sadie W. Moore, Roy P. Moore, Fred B. Moore, Peyton Moore and I. B. Moore.

It is ordered that the following persons be allowed the sums set opposite their respective names payable out of the GENERAL COUNTY FUND, to-wit:

U. H. Hannah	President of County Court 21 days and salary	$192.00
E. H. Williams	Commissioner of " " " " " "	192.00
J. L. McNeel	" " " " " " "	188.00
C. W. Clark	Trip to Weston with W. N. Cogar	45.00
Municipal Light & Water		

acres and 40 sq. rds; that the said lots are now upon the land books for taxation in the name of Amelia Henry and described as lots 1 to 21 inclusive in Block 35 and part of Block 34, and praying that the said lots be consolidated for the purpose of taxation; it is therefore ordered by the Court that the said lots be and the same are hereby consolidated in one tract and that the said lots be entered on the land books for taxation in the name of Amelia Henry as 3 acres and 40 sq. rds.

IN RE: THORNY CREEK ROAD.

On petition of W. A. Hively and 48 other citizens and taxpayers of the Huntersville District of this County praying for a change or alteration to be made in the road beginning at a point on the Huntersville and Dunmore Road at or near the Thorny Creek School House thence through the lands of John F. Wanless' Est. and others to intersect with what is commonly known as the "Hills Road" at or near the residence of Oda Gay, a distance of about two miles. It is therefore ordered that Mitchell Sharp, Walter Hively and Moody Moore be and they are hereby appointed viewers, whoshall view the ground through which said proposed change in said road will be made and report the following particulars, to-wit:

1st. The advantages and disadvantages which, in their opinion, will result as well to indivualts as to the public from the proposed work.

2nd. The grades and bearing of the proposed road, as near as may be.

3rd. The facts and circumstances that may be useful to enable the Court to determine wherether or not such work ought to be undertaken by the County.

4th. Stating specifically whether it would be necessary to take any burying ground, garden, yard, orchard or any part thereof.

5th. Or to injure or destroy any buildings.

6th. The probable cost of the work.

7th. The names of the land owners whose property would have to be taken or injured.

8th. Which of them would require compensation, and the probable amount to which each of them would be entitled.

They shall also make careful examination of other routes or locations than that proposed or petitioned for, keeping in view at all times, the possible future development of the County, and the accomodation of the general traveling public, and shall report in favor of the one they prefer, with the reasons for their preferance. A map giving the grades and bearinges of the routes and locations shall be returned with the report.

IN RE: ROAD SUPERINTENDENTS OF THE EDRAY, GREENBANK AND LITTLE LEVELS DISTRICT, Appointments of.

In accordance with Section 119 of Chapter 112 of the Acts of the Legislature of 1920, it is ordered that the following persons be re-appointed road superintendets of their

[illegible]cts, for the term of one year, beginning on the 1st day of April, 1924, and

them would be entitled.

They shall also make careful examination of other routes or locations than that proposed or petitioned for, keeping in view at all times, the possible futuer development of the County, and the accomodation of the general traveling public, and shall report in favor of the one they prefer, with the reasons for their preferance. A map giving the grades and bearings of the routes and locations shall be returned with the report.

IN RE: CHANGE IN ROAD LEADING FROM FAIRVIEW CHURCH TO GREENBRIER RIVER.

It appearing to the Court that it is necessary to make a change in the public road leading from Fairview Church to the Greenbrier River, in the Edray District of this County. Said change to begin at the low place where said road intersects the lands of Paul Sharp, thence from this point to the Greenbrier River, it is therefore ordered that H. H. Waugh, B. F. Johnson and N. R. Fertig be and they are hereby appointed viewers to view the ground through which said proposed change in said road will pass and report to this Court the following particulars, to-wit:

1st. The advantages and disadvantages which, in their opinion, will result as well to individuals as to the public from the proposed work.

2nd. The grades and bearing of the proposed road, as near as may be.

3rd. The facts and circumstances that may be useful to enable the Court to determine whether or not such work ought to be undertaken by the County.

4th. Stating specifically whether it would be necessary to take any burying ground, garden yard, orchard or any part thereof.

5th. Or to injure or destroy any buildings.

6th. The probable cost of the work.

7th. The names of the land owners whose property would have to be taken or injured.

8th. Which of them would require compensation, and the probable amount to which each of them would be entitled.

They shall also make careful examination of other routes or locations than that proposed or petitioned for, keeping in view at all times, the possible future development of the County, and the accomodation of the general traveling public, and shall report in favor of the one they prefer, with the reasons for their preferance. A map giving the grades and bearings of the routes and locations shall be returned with the report.

Ordered that the following persons be allowed the sums set opposite their names and payable out of the GENERAL COUNTY FUND.

6th. Which of them would require compensation, and the probable amount to which each of them would be entitled.

They shall also make careful examination of other routes or locations than that proposed or petitioned for, keeping in view at all times, the possible futuer development of the County, and the accomodation of the general traveling public, and shall report in favor of one they prefer, with the reasons for their preferance. A map giving the grades and bearings of the routes and locations shall be returned with the report.

IN RE: CHANGE IN ROAD LEADING FROM FAIRVIEW CHURCH TO GREENBRIER RIVER.

It appearing to the Court that it is necessary to make a change in the public road leading from Fairview Church to the Greenbrier River, in the Edray District of this County. Said change to begin at the low place where said road intersects the lands of Paul Sharp, thence from this point to the Greenbrier River, it is therefore ordered that H. H. Waugh, B. F. Johnson and N. R. Fertig be and they are hereby appointed viewers to view the ground through which said proposed change in said road will pass and report to this Court the following particulars, to-wit:

1st. The advantages and disadvantages which, in their opinion, will result as well to individuals as to the public from the proposed work.

2nd. The grades and bearing of the proposed road, as near as may be.

3rd. The facts and circumstances that may be useful to enable the Court to determine whether or not such work ought to be undertaken by the County.

4th. Stating specifically whether it would be necessary to take any burying ground, garden, yard, orchard or any part thereof.

5th. Or to injure or destroy any buildings.

6th. The probable cost of the work.

7th. The names of the land owners whose property would have to be taken or injured.

8th. Which of them would require compensation, and the probable amount to which each of them would be entitled.

They shall also make careful examination of other routes or locations than that proposed or petitioned for, keeping in view at all times, the possible future development of the County, and the accomodation of the general traveling public, and shall report in favor of one they prefer, with the reasons for their preferance. A map giving the grades and bearings of the routes and locations shall be returned with the report.

PRESENT: U. H. HANNAH, President, and E. H. WILLIAMS, and J. LANTY McNEEL, Commissioners.

IN THE MATTER OF SECURING RIGHTS OF WAY FOR THE STATE ROAD LEADING FROM DURBIN TO THE RANDOLPH COUNTY LINE, KNOWN AS THE STATE ROAD COMMISSION'S PROJECT NO. 3090.

It appearing to the Court that the Court has not fixed by agreement the compensation to be paid certain land owners as damages for the right of way for the state road, leading from Durbin to the Randolph County line, known as the State Road Commission's Project No. 3090; and the Court having elected to proceed under the provisions of Section 138 of Chapter 6 of the Acts of 1923, it is therefore ordered that the Prosecuting Attorney of this County be and he is hereby directed and authorized to institute condemnation proceedings in the Circuit Court of Pocahontas County, under the provisions of said Section 138 of the Chapter 6 of the Acts of 1923, for the purpose of acquiring the right of way for said road on the location shown by the State Road Commission's map of Project No. 3090, now on file with the Clerk of this Court, through the lands of the following persons: Wilson R. Kelly, Grace M. Kelly, Henry D. Kelly, Ruth B. Kelly, Benjamin E. Kelly, Brady M. Kelly, Bernetta V. Kelly, The Globe Realty Company and The Board of Education of Greenbank District. The petition in said case shall be filed within 60 days from this date; and it is further ordered that from and after this date the State Road Commission, its agents and employees be and are hereby authorized to enter upon the lands of the persons above named for the purpose of constructing said state road, as authorized by said section.

IN THE MATTER OF SECURING RIGHTS OF WAY FOR THE STATE ROAD LEADING FROM HILLSBORO TO [illegible] LINE, KNOWN AS THE STATE ROAD COMMISSION'S PROJECT [illegible]

Dunlap and Charles C. Beal, as viewers to view out and locate a route for a road beginning at the Marlinton & Huttonsville Turnpike where Dry Branch Creek crosses said Turnpike, thence down the said branch to forks of Dry Brach near Sam Beals, near or on the old road, and report to the Court the following particulars, to-wit:

1st. The advantages and disadvantages which, in their opinion, will result as well to individuals as to the public from the proposed work.

2nd. The grades and bearings of the proposed road, as near as may be.

3rd. The facts and circumstances that may be useful to enable the Court to determine whether or not such work ought to be undertaken by the County.

4th. Stating specifically whether it would be necessary to take any burying ground, garden, yard, orchard or any part thereof.

5th. Or to injure or destroy any buildings.

6th. The probable cost of the work.

7th. The names of the land owners whose property would have to be taken or injured.

8th. Which of them would require compensation, and the probable amount to which each of them would be entitled.

They shall also make careful examination of other routes or locations thwn that proposed or petitioned for, keeping in view at all times, the possible future development of the County, and the accomodation of the general traveling public and shall report in favor of the one they prefer, with the reasons for their preferance. A map giving the grades and bearings of the routes and locations shall be returned with the report.

IN RE: CACKLEY HILL ROAD (Near Frank Taylor's)

at his residence and to report the cost thereof to the next regular term of this Court, but the cost of the same is not to exceed $50.00.

IN RE: THE OLD ROAD NEAR A. M. KENNDY'S RESIDENCE ON BRUSH RUN IN THE GREENBANK DISTRICT.

It appearing to the Court that in constructing the State Highway leading from Greenbank to Bartow through the lands of Fallen Lambert, Scott Stone and A. M. Kennedy, that it was necessary to alter the location of the said road and that in making the change referred to in the road leading from the Brush Run School House north the residence and property of A.M. Kenn dy was left off of the new road. It further appearing to the Court that it is necessary that the old road from A. M. Kennedy's residence to the new road at Scott Stone's be left open fro the convenience of A. M. Kennedy and the public generally.

It is therefore ordered by the Court that the road leading from the residence of A. M. Kennedy out through the lands of Scott Stone to the new road be and the same remain open as a public road, in accordance with Section 132 of Chapter 112 of the Acts of 1921.

And it is further ordered that all obstructions placed on said road be removed by the persons responsible therefor within ten days from this date, and if they are not removed within said time, they shall be removed by the Sheriff of this County.

IN RE: ALLOWANCE TO D. W. DEVER:

It is ordered that D. W. Dever be allowed the sum of $80.00 as damages for the destruc-
on of e along his 52 acre tract situate on Knapps Creek. And the said amount is
to he month of November, 1924, and without interest until that time.

PRESENT: U. H. Hannah, President, E. H. Williams, and J. L. McNeel, Commissioners.

IN RE: The old road leading from Dunmore to Frost.

It appearing to the Court that in the construction of the new State Road from Dunmore to Frost, this county, it was necessary to re-locate the same at the point where the same passes through the lands of C. E. Pritchard, near the residence of June McElwee; and it further appearing to the court that the old road leading from the Dunmore and Huntersville road, at the north side of June McElwee's residence, should remain open for the use of the property owners adjoining thereto.

It is therefore ordered by the court that the old road as herein described, leaving the Dunmore and Huntersville road at the north side of June McElwee's residence, and running east to where the same intersects with the new road, be and the same remain open for the use and convenience of the property owners, but not as a public road; and that all obstructions placed thereon by any person shall be removed within ten days from the date of the entering of this order. This order is made in accordance with the provisions of Section 132 of Chapter 112 of the Acts of 1921.

IN RE: Hotel and Restaurant licenses.

The following persons this day made application to this Court in writing as required by [illegible]35 of Chapter 109 of the Acts of 1921 for a state license to keep a hotel or tavern, [illegible]staurant at their respective places of residence in this County, for the

imposed by the State Road Commission of the State of West Virginia in constructing and maintaining electric light lines.

IN THE MATTER OF TELEPHONE LINE ON CUMMINGS CREEK ROAD:

Permission is granted to the Game and Fish Commission, Department of Forest Fire Protection, to erect and maintain a telephone line along the public road leading from Huntersville up Cummings Creek to a point at or near W. P. McComb's to connect with the Fire Station on Beaver Lick Mountain, said line to be erected in such a way as not to obstruct such road; but subject to all of the provisions of the laws of this State regulating the construction of telephone lines along public highways.

Ordered that the following persons be allowed the sums set opposite their names and payable out of the COUNTY ROAD and BRIDGE FUND.

S. D. Seiler
John Seiler
Hull K[illegible]

County Infirmary, where it shall remain until it can be removed by Mrs. Margaret Thomas to her home, who has agreed to take and care for said child until it can be removed by the State Board of Children's Guardians, at the sum of $5.00 per week. And it is further ordered that the said Mrs. Margaret Thomas shall have the custody of said child until it be removed as aforesaid.

IN RE: STONY CREEK OR ONOTO ROAD TO EDRAY:

On petition of Elmer Sharp and 12 other citizens and tax payers of the Edray District, in this County, asking for a change in the present location of the Stony Creek Road up Price Run as follows: Said change to leave the present location of said road at the mouth of Jericho Hollow, and then on the lands of J. R. Moore and Andrew Price to the crest of the hill at the Northern end of the lane opposite J. R. Moore's barn, it is therefore ordered that Dock Gibson, E. F. McLaughlin and Alva E. Moore be, and they are hereby appointed viewers to view the ground through which said proposed change will pass and report to the next term of this Court, the following particulars, to-wit:

1st. The advantages and disadvantages which, in their opinion, will result as well to to individuals as to the public from the proposed work.

2nd. The grades and bearing of the proposed road, as near as may be.

3rd. The facts and circumstances that may be useful to enable the Court to determine whether or not such work ought to be undertaken by the County.

4th. Stating specifically whether it would be necessary to take any burying ground, garden, yard, orchard or any part thereof.

5th. Or to injure or destroy any buildings.

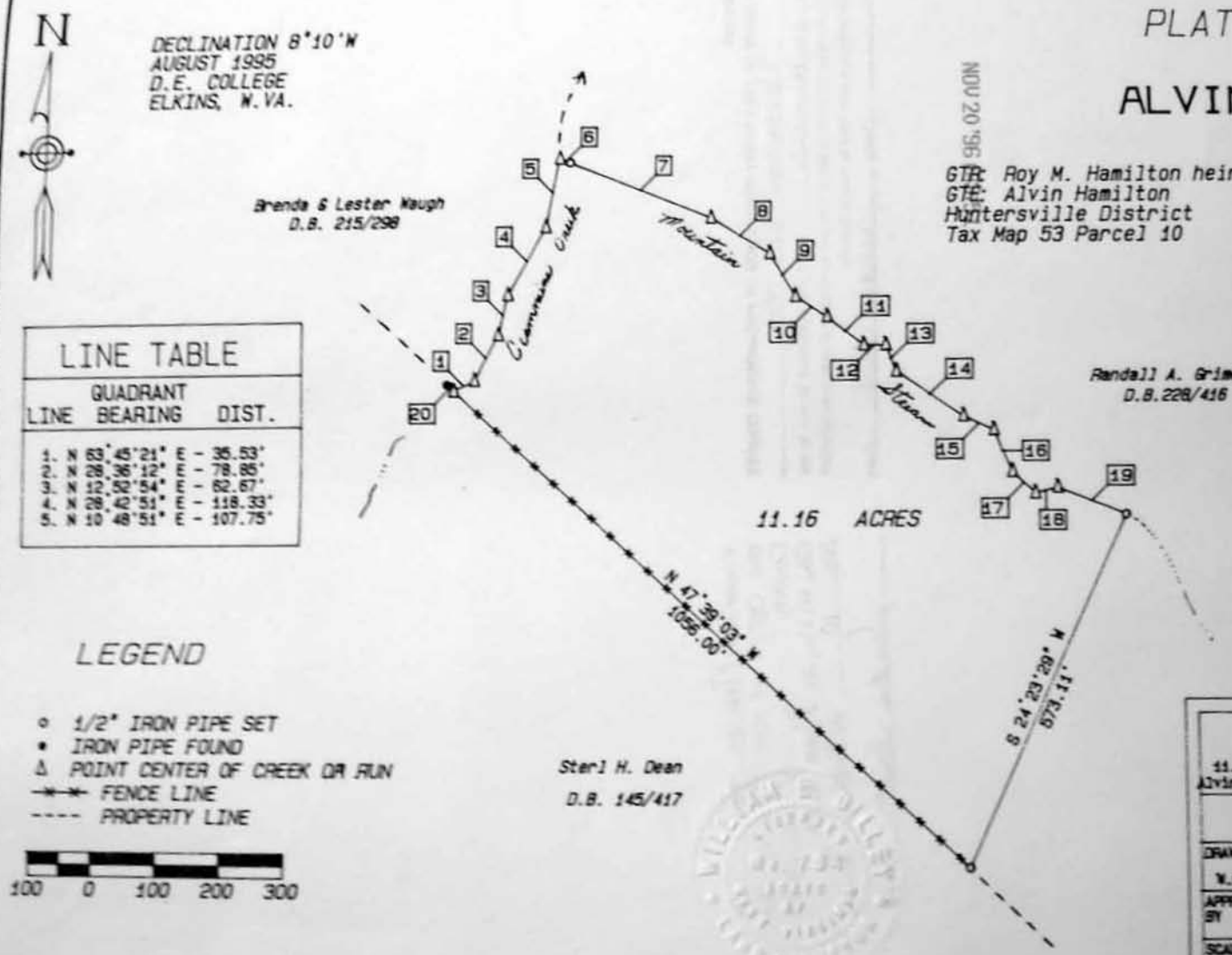
6th. The probable cost of the work.

7th. The names of the land owners whose property would have to be taken or injured.

8th. Which of them would require compensation, and the probable amount to which each of them would be entitled.

They shall also make careful examination of other routes or locations than that proposed or petitioned for, keeping in view at all times, the possible future development of the County, and the accommodation of the general traveling public, and shall report in favor of the one they prefer, with the reasons for their preference. A map giving the grades and bearings of the routes and locations shall be returned with the report.

PLAT OF SURVEY FOR ALVIN HAMILTON



LINE TABLE		
LINE	QUADRANT BEARING	DIST.
1.	N 63°45'21" E	35.53'
2.	N 28°36'12" E	78.85'
3.	N 12°52'54" E	62.67'
4.	N 28°42'51" E	118.33'
5.	N 10°48'51" E	107.75'

LINE TABLE		
LINE	QUADRANT BEARING	DIST.
6.	S 68°11'42" E	17.00'
7.	S 68°11'42" E	232.11'
8.	S 58°25'25" E	106.73'
9.	S 31°09'24" E	77.13'
10.	S 57°51'52" E	57.76'
11.	S 51°32'53" E	68.37'
12.	S 88°53'22" E	32.47'
13.	S 20°59'32" E	43.06'
14.	S 55°56'51" E	121.30'
15.	S 65°22'58" E	49.87'
16.	S 24°27'11" E	69.46'
17.	S 46°04'26" E	47.47'
18.	N 74°15'41" E	35.80'
19.	S 67°40'15" E	108.92'
20.	N 47°39'03" W	15.00'

ALVIN HAMILTON

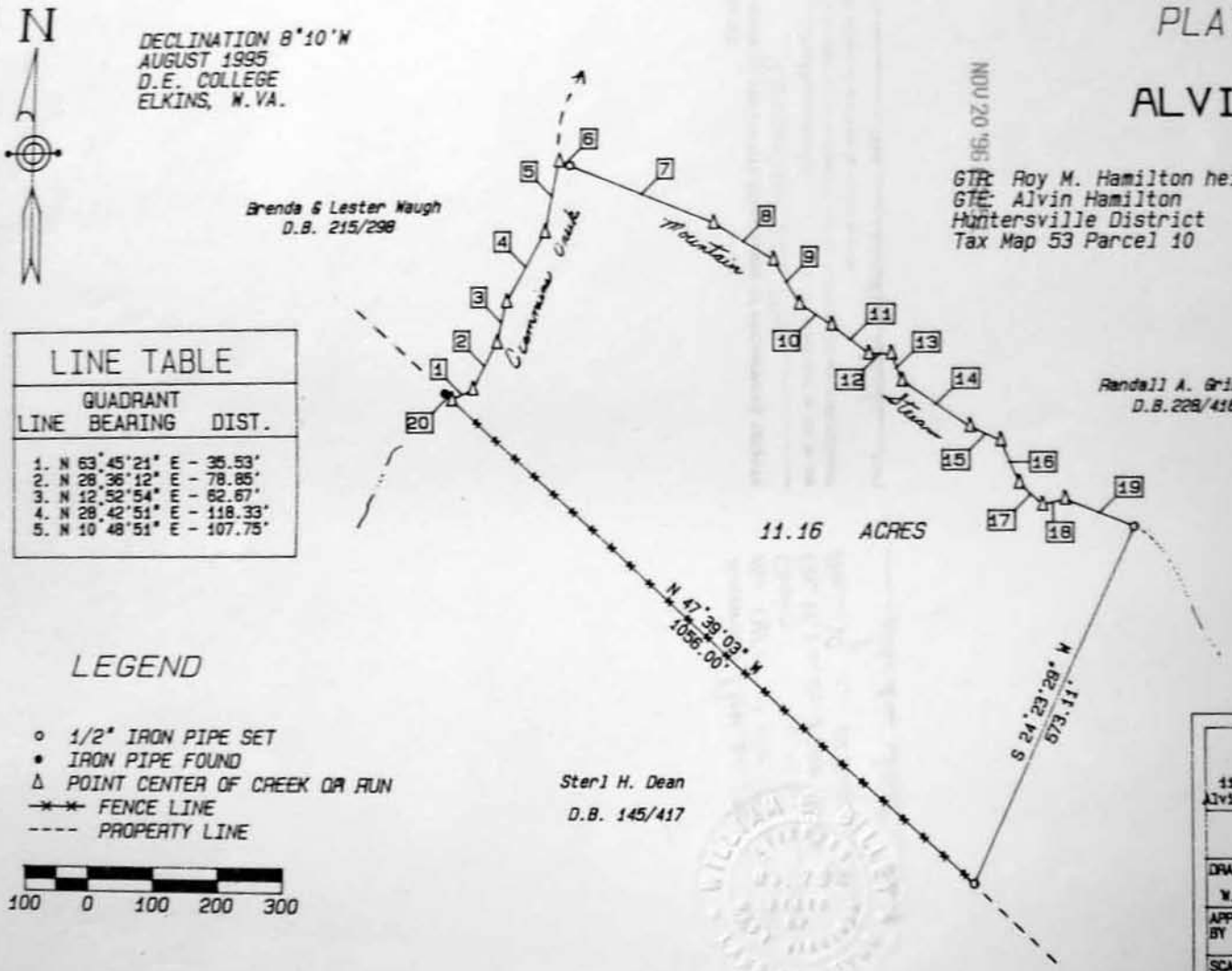
11.16 Acres situated on Cummins Creek — Being in the name of Alvin Hamilton, with Randy & Johnny Hamilton also having a inter

DILLEY'S SURVEYING

DRAWN	DATE	WILLIAM E. DILLEY L.L.S.
W.E.D.	11/4/96	RT. 1, BOX 136
APPROVED BY	DATE	DUNMORE, W.VA. 24934
SCALE	SHEET	SHEET PROJECT NO.
1 INCH = 200 FEET	1 OF	1 158

William E Dilley LS

PLAT OF SURVEY FOR ALVIN HAMILTON



LINE TABLE		
LINE	QUADRANT BEARING	DIST.
1.	N 63°45'21" E	35.53'
2.	N 28°36'12" E	78.85'
3.	N 12°52'54" E	62.67'
4.	N 29°42'51" E	118.33'
5.	N 10°48'51" E	107.75'

LINE TABLE		
LINE	QUADRANT BEARING	DIST.
6.	S 68°11'42" E	17.00'
7.	S 68°11'42" E	232.11'
8.	S 58°25'25" E	106.73'
9.	S 31°09'24" E	77.13'
10.	S 57°51'52" E	57.76'
11.	S 51°32'53" E	68.37'
12.	S 88°53'22" E	32.47'
13.	S 20°59'32" E	43.06'
14.	S 55°56'51" E	121.30'
15.	S 65°22'58" E	49.87'
16.	S 24°27'11" E	69.45'
17.	S 46°04'26" E	47.47'
18.	N 74°16'41" E	35.80'
19.	S 67°40'15" E	108.92'
20.	N 47°39'03" W	15.00'

ALVIN HAMILTON

11.16 Acres situated on Cummins Creek — Being in the name of Alvin Hamilton, with Randy & Johnny Hamilton also having a interest

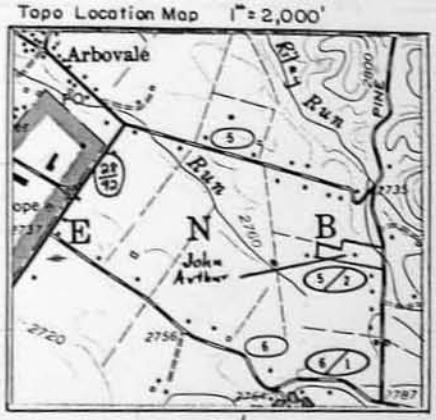
DILLEY'S SURVEYING

DRAWN W.E.D.	DATE 11/4/96	WILLIAM E. DILLEY L.L.S. RT. 1, BOX 136 DUNMORE, W.VA. 24934
APPROVED BY	DATE	
SCALE 1 INCH = 200 FEET	SHEET 1 OF 1	PROJECT NO. 158

William E Dilley LS

Plat Of Survey Of
JOHN ARTHUR Property
Greenbank District Pocahontas County
West Virginia

Topo Location Map 1" = 2,000'



Magnetic North

8°10' West Declination
Elkins 1996

Russell Clarkson
2 Ac.

1-1/4" iron pipe

Mark Clark
Parcel 36.16
5.2 Ac.

S64-19E 310.5 feet

N15-07E
143.9 feet

John Arthur
.8 Ac.
141/558

1-1/2" square Aluminum Tube

N16-46E
107.8 feet

1-1/4" iron pipe

barn

shed

Charles Taylor
2 Ac.

S73-17E 409.7 feet

rebar on line

Set 5/8" iron rebar

2.8 ACRES

1/2" iron pipe

powerline

N73-55W 502.1 feet

John Arthur
2.0 Ac.
141/558

house

driveway

S5-29W
198.8 feet

30'

Secondary Route 5/2

Roger Norrod
2.5 Ac.
204/398

1/2" iron pipe

N73-55W 249.2 feet

1/2" iron pipe

SCALE
1 inch = 100 feet

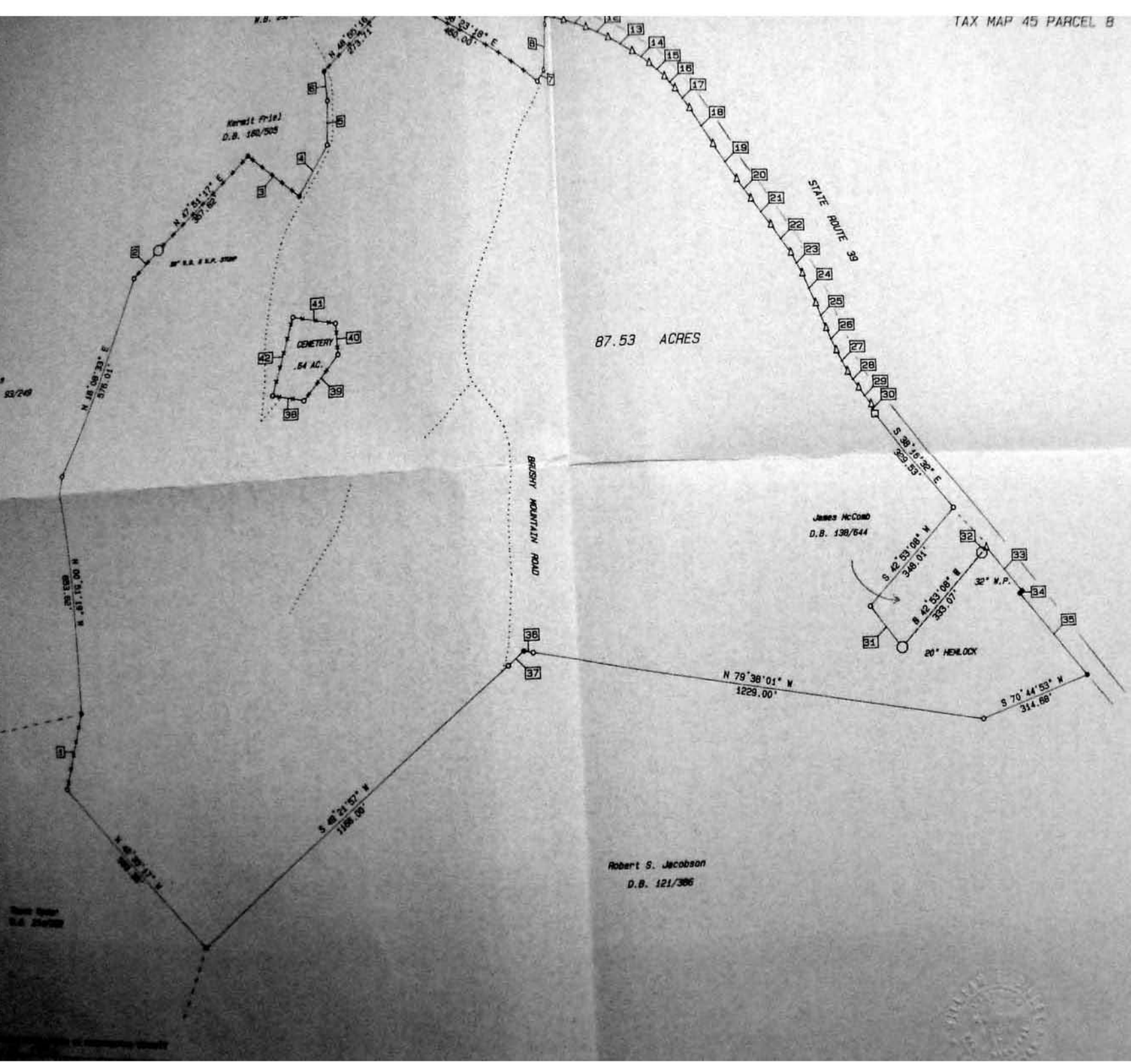
John L. Wayne, Jr.
11/25/96

Surveyed November 23, 1996 By
John L. Wayne, Jr. P.S. No. 859
Of Arbovale, W. Va. 24915

DEC 2 1996 4:25

TAX MAP 45 PARCEL 8

WEST VIRGINIA



LINE TABLE

LINE	QUADRANT BEARING	DIST.
1.	N 14°51'41" E	218.39'
2.	N 44°36'03" E	101.61'
3.	S 50°46'27" E	255.59'
4.	N 32°34'10" E	155.15'
5.	N 00°13'24" E	122.00'
6.	N 87°31'36" W	95.00'
7.	N 24°49'04" E	43.00'
8.	N 05°18'56" E	132.00'
9.	N 05°18'56" E	31.96'
10.	S 66°39'49" E	54.60'
11.	S 65°31'34" E	58.42'
12.	S 61°08'09" E	66.61'
13.	S 56°58'02" E	73.96'
14.	S 52°08'23" E	56.33'
15.	S 46°54'17" E	53.90'
16.	S 39°57'19" E	42.98'
17.	S 34°25'28" E	85.48'
18.	S 31°26'58" E	113.46'
19.	S 32°31'48" E	111.54'
20.	S 34°02'56" E	64.31'
21.	S 35°59'50" E	96.78'
22.	S 34°17'57" E	96.02'
23.	S 27°09'56" E	69.35'
24.	S 22°15'47" E	86.66'
25.	S 20°40'36" E	71.02'
26.	S 22°37'08" E	85.03'
27.	S 27°21'03" E	64.15'
28.	S 32°15'24" E	50.92'
29.	S 31°11'47" E	105.17'
30.	S 19°25'47" E	27.35'
31.	S 36°36'52" E	136.58'
32.	N 42°53'08" E	19.02'
33.	S 36°16'32" E	153.77'
34.	S 50°11'52" W	9.18'
35.	S 39°21'53" E	291.96'
36.	N 79°38'01" W	25.00'
37.	S 49°21'57" W	55.00'
38.	S 78°43'01" E	91.62'
39.	N 39°29'45" E	151.29'
40.	N 04°21'06" W	84.43'
41.	N 78°26'19" W	127.80'
42.	S 14°37'50" W	215.61'

CRAIG & TIKI HALL

87.53 ACRES Situated on State Route 39 near the settlement of Hunterville On the waters of Knapps Creek

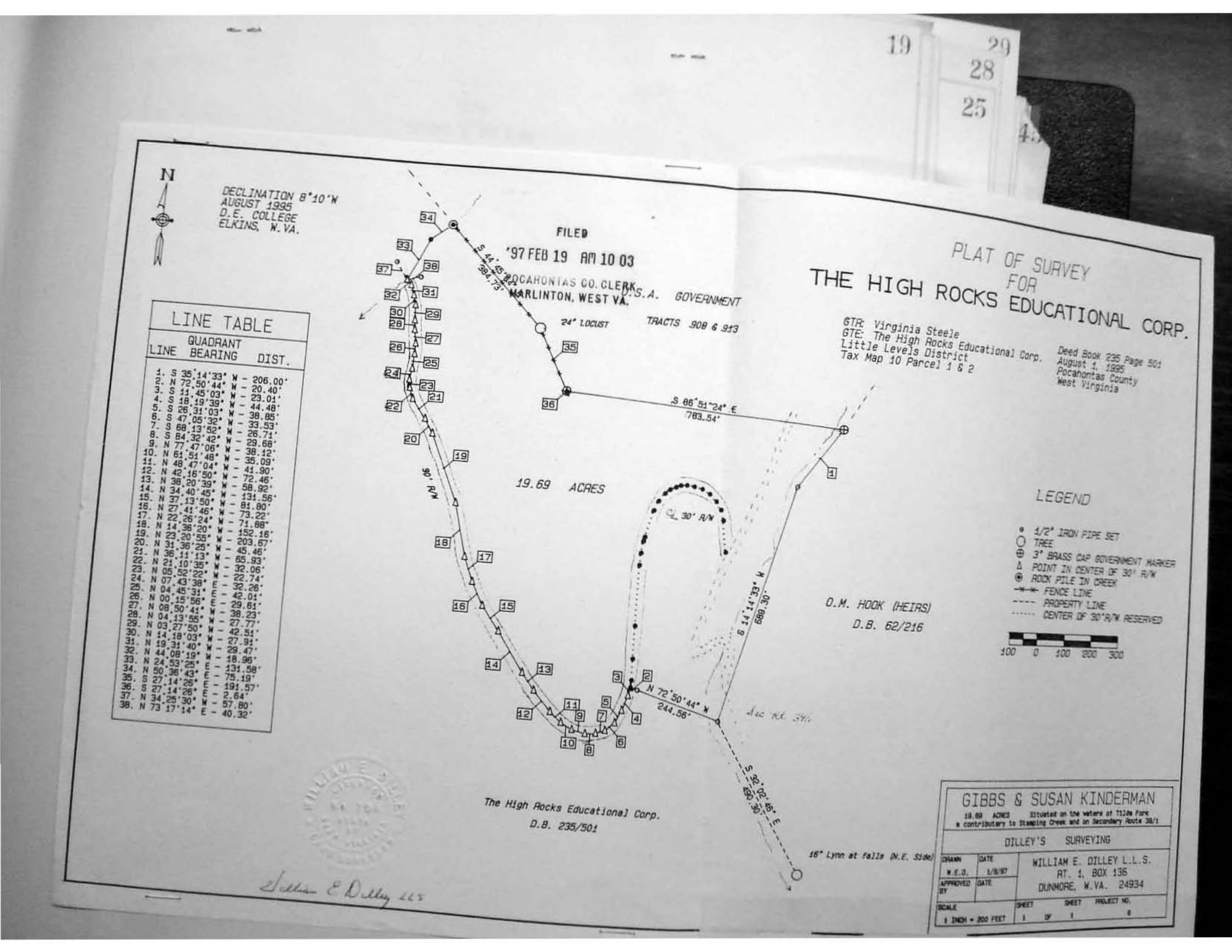
DILLEY'S SURVEYING

DRAWN	DATE
W.E.D.	11/8/96
APPROVED BY	DATE

WILLIAM E. DILLEY L.L.S.
RT. 1, BOX 136
DUNMORE, W.VA. 24934

SHEET PROJECT NO.

19 29
28
25



LINE TABLE		
LINE	QUADRANT BEARING	DIST.
1.	S 35°14'33" W	206.00'
2.	N 72°50'44" W	20.40'
3.	S 11°45'03" W	23.01'
4.	S 18°19'39" W	44.48'
5.	S 26°31'03" W	38.85'
6.	S 47°05'32" W	33.53'
7.	S 68°13'52" W	26.71'
8.	S 84°32'42" W	29.68'
9.	N 77°47'06" W	38.12'
10.	N 61°51'48" W	35.09'
11.	N 48°47'04" W	41.90'
12.	N 42°16'50" W	72.46'
13.	N 36°20'39" W	58.92'
14.	N 34°40'45" W	131.56'
15.	N 37°13'50" W	81.80'
16.	N 27°41'46" W	73.22'
17.	N 22°26'24" W	71.88'
18.	N 14°36'20" W	152.16'
19.	N 23°20'55" W	203.67'
20.	N 31°36'26" W	45.46'
21.	N 36°11'13" W	65.93'
22.	N 21°10'35" W	32.06'
23.	N 05°52'22" W	22.74'
24.	N 07°43'38" E	32.26'
25.	N 04°45'31" E	42.01'
26.	N 00°15'56" E	29.61'
27.	N 08°50'41" W	38.23'
28.	N 04°13'55" W	27.77'
29.	N 03°27'50" W	42.51'
30.	N 14°18'03" W	27.91'
31.	N 19°31'40" W	29.47'
32.	N 44°08'19" W	18.96'
33.	N 24°53'25" E	131.58'
34.	N 50°36'43" E	75.19'
35.	S 27°14'26" E	191.57'
36.	S 27°14'26" E	2.64'
37.	N 34°25'30" W	57.80'
38.	N 73°17'14" E	40.32'

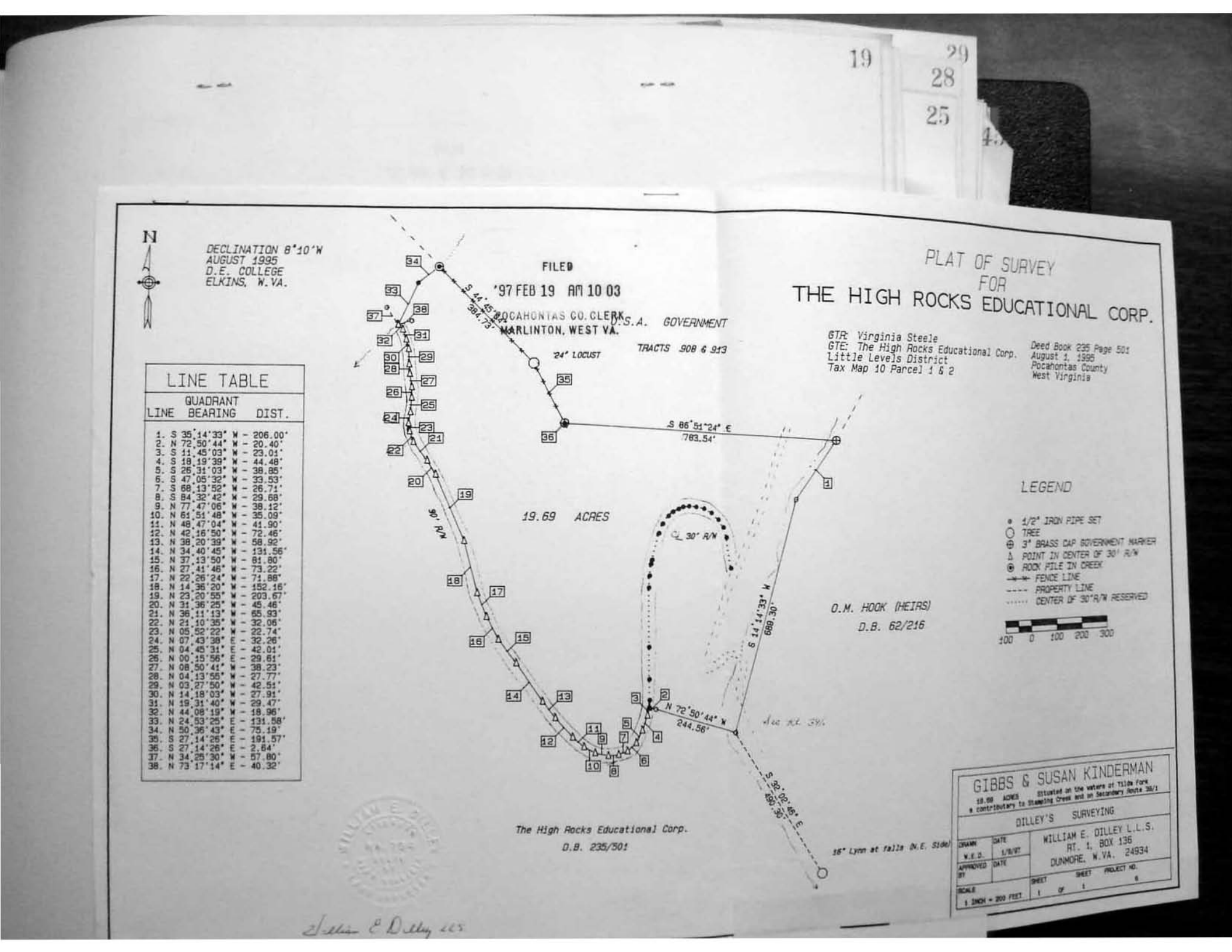
William E Dilley LLS

GIBBS & SUSAN KINDERMAN
19.69 ACRES Situated on the waters of Tilde Fork a contributary to Stamping Creek and on Secondary Route 38/1

DILLEY'S SURVEYING

DRAWN W.E.D.	DATE 1/8/97	WILLIAM E. DILLEY L.L.S. RT. 1, BOX 136 DUNMORE, W.VA. 24934
APPROVED BY	DATE	
SCALE 1 INCH = 200 FEET	SHEET 1 OF 1	PROJECT NO. 8

19 29
28
25



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6.	S 47°05'32" W	33.53'
7.	S 68°13'52" W	26.71'
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12.	N 42°16'50" W	72.46'
13.	N 38°20'39" W	58.92'
14.	N 34°40'45" W	131.56'
15.	N 37°13'50" W	81.80'
16.	N 27°41'46" W	73.22'
17.	N 22°26'24" W	71.88'
18.	N 14°36'20" W	152.16'
19.	N 23°20'55" W	203.67'
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21.	N 36°11'13" W	65.93'
22.	N 21°10'35" W	32.06'
23.	N 05°52'22" W	22.74'
24.	N 07°43'38" E	32.26'
25.	N 04°45'31" E	42.01'
26.	N 00°15'56" E	29.61'
27.	N 08°50'41" W	38.23'
28.	N 04°13'55" W	27.77'
29.	N 03°27'50" W	42.51'
30.	N 14°18'03" W	27.91'
31.	N 19°31'40" W	29.47'
32.	N 44°08'19" W	18.96'
33.	N 24°53'25" E	131.58'
34.	N 50°36'43" E	75.19'
35.	S 27°14'26" E	191.57'
36.	S 27°14'26" E	2.64'
37.	N 34°25'30" W	57.80'
38.	N 73°17'14" E	40.32'

William E Dilley LLS

The Iron Mountain and Greenbrier Railroad,

Early Splash Dams of the Anthony Creek

Area, Timbering and Related History

W. W. Wickline, Jr.

The Iron Mountain and Greenbrier Railroad, Early Splash Dams of the Anthony Creek Area, Timbering and Related History.

W. W. Wickline, Jr.
Route I, Box 9
Rainelle, W. Va.
President, Greenbrier
Historical Society, 1964

In order to build a railroad, it is first necessary to obtain the right to do so, which right is contained in the following exact copy of the Articles of Incorporation of the Iron Mountain and Greenbrier Railroad Company. This copy of Incorporation was obtained from the records of the Greenbrier County Courthouse, Lewisburg, West Virginia, by Miss Blanche Humphreys, of Organ Cave, West Virginia. Miss Humphreys is recognized as a research authority on West Virginia history. Her task in obtaining this material was, no doubt, made more difficult because early records were not typed and the lawyers of that period did not always take time to scribe legible documents.

In completing this paper, I am also indebted to Mrs. Minnie O'Connell Livesay, Dr. W. E. Myles, Mr. Rufus Bowling, Mr. Monte L. Dickson and Mr. John Frederick Weber, Jr. for their assistance and patience in helping me obtain the material I sought, and to Mr. Ivan Napier, Rainelle, W. Va., who did the typing.

Deed Book 57, Page 292 - A Copy

Certificate of Incorporation

State of West Virginia

Iron Mountain and Greenbrier Railroad Company. I, Wm. M. O. Dawson, Secretary of State of the State of West Virginia, do hereby certify that Articles of Incorporation duly signed and acknowledged have this day been recorded in my office, which Articles of Incorporation are in the words and figures following: We whose names are hereto subscribed desiring to become a corporation for the purpose of constructing and operating a railroad in the State of West Virginia do hereby adopt these Articles of Incorporation for that purpose.

FIRST: The name of the Corporation shall be The Iron Mountain and Greenbrier Railroad Company.

SECOND: The railroad which this corporation proposes to build will commence at or near the Mouth of Beaver Creek in the County of Pocahontas and State of West Virginia and run thence up the North Fork of Beaver Creek and by the most practicable route to a point at or near the White Sulphur Springs in the County of Greenbrier and the State of West Virginia.

THIRD: The principal business office of this Corporation will be at Ronceverte in the County of Greenbrier and State of West Virginia.

FOURTH: This Corporation shall continue perpetually.

FIFTH: The capital stock of this Company shall be One Hundred Thousand Dollars, divided into shares of One Hundred Dollars each.

SIXTH: The names and places of residence of the persons forming this Corporation and the number of shares held by each are as follows:

Names	Residence	Number Shares
Thomas J. Shyrock	Baltimore, Md.	5
Charles C. Hover	Baltimore, Md.	5
George F. M. Hauck	Baltimore, Md.	5
John W. Harris	Lewisburg, W. Va.	3
F. A. Hauck	Ronceverte, W. Va.	5
H. L. VanSickler	Lewisburg, W. Va.	2

Given under our hands this the 23rd day of July 1901.

Thomas J. Shyrock
Charles C. Hover
George F. M. Hauck
John W. Harris
F. A. Hauck
H. L. VanSickler

Wherefore the corporators names in said Articles of Incorporation and who have signed the same and their successors and assigns are hereby declared to be a Corporation by the name and for the purpose and for the length of time set forth in said Articles of Incorporation.

Given under my hand and the Great Seal of the said State at the seat of Government thereof, this the 25th day of July Nineteen Hundred and One.

(SEAL)

William M. O. Dawson
Secretary of State

Greenbrier County Clerk's Office August 10, 1901. This Certificate of Incorporation was this day presented in this office, filed and admitted to record.

Teste: C. B. Buster, Clerk.

In July 1901 the actual construction work started on the railroad, with a crew of men and the constant sound of pick and shovel. The construction work was under the supervision of Daniel O'Connell, who first came to the White Sulphur area to operate a timber deal on Meadow Creek for the Sherwood Company, whose main offices were in Baltimore, Md. It is from the Sherwood Company that Sherwood Lake derives its name.

"My father was a good boss", says Mrs. Livesay, and "he had the respect of the men who worked for him". She further adds that "I consider myself a pretty good boss, and I learned it 'down the line' from my father."

Daniel O'Connell supervised the construction of the railroad as far as Neola. He then directed his work to the supervision of the timbering operation at Shyrock, which operation was owned and operated by the Shyrock and Hauck Corporation.

Leaving the C&O station at White Sulphur Springs, the railroad ran to the right side of Midland Trail (U S 60) and crossed the Midland Trail near the east end of town. It then followed to the left of the highway until it reached the vicinity of the Buskirk farm, where it crossed the present Alvon road and followed up Howards Creek to the Divide and then down Flemings Run, to Alvon. At Alvon the railroad crossed the road to the left and followed up Anthony Creek, to Neola.

The railroad was later extended up the North Fork of Anthony Creek, to the Dock, a distance of about 14 miles. This extension required two years to build, and the Docks became the end of the line for the Iron Mountain and Greenbrier.

The headwaters of the North Fork of Anthony Creek and the headwaters of Douthat Creek divide at the Dock. Twenty more miles of steel and ties would have put the railroad into Huntersville. To have done this, the rails would have followed Douthat Creek to where it empties into Laurel Creek; Laurel Creek to where it empties into Knapps Creek; and thence down Knapps Creek to Huntersville. Certainly a water grade all the way from the Docks to Huntersville and avoiding the near impassable elevations of the surrounding mountains.

Another branch line of the railroad extended up Meadow Creek, a distance of one and one half miles, to a band mill of the St. Lawrence Boom and Manufacturing Co. The entire mileage of the railroad was about ~~80~~ 50 miles. After completion of the road, an inspection trip was being made by the incorporators and one of them remarked that although the Iron Mountain and Greenbrier was not as long as The Chesapeake and Ohio, it certainly was as wide.

In 1901, Monte L. Dickson, then about 8 years old, recalls that a fill for the railroad was being made near the present location of the Hart Hotel. It was his first recollection of the railroad.

In 1901 White Sulphur Springs was called Dry Creek, but the name of the village was soon changed. The Post Office was housed in the winter months in the Hines home. In the summer months it was located in the end room of the Lester Building of the White Sulphur Springs Company.

Many people worked on the construction and the operation of the Iron Mountain and Greenbrier Railroad whose names are lost from record. Among the most noted of those who actually worked as a laborer, with

pick and shovel, was Cary Montague, son of Mr. and Mrs. R. W. Montague. His sister was the famous writer, Margaret Prescott Montague. From J. D. Alderman we learn that Cary Montague first went to work on the construction gang when the work had reached the present site of Perry's Super Market. In those days, at the prevailing wage, you furnished your own pick and shovel. This Cary Montague did, and he worked faithfully with the crew until the construction work reached Alvon. There he informed Mr. O'connell that he was quitting his job that he might study for the ministry. After graduating from Seminary at Richmond, Va., he became one of that City's most honored and beloved clergymen.

Prior to the building of the railroad, the Thomas J. Shyrock Lumber Company, of Baltimore, Md., had purchased great tracts of timber land in Pocahontas and Greenbrier Counties. These logs had to be shipped from the area, mainly to Ronceverte, where the St. Lawrence Boom and Manufacturing Company manufactured most of the logs.

My father, W. W. Wickline, Sr., was once borrowed from the C&O at Hinton and ran the woods engine at Shyrock for Mr. O'Connell. He always maintained that this temporary work at Shyrock was six of the best months of his life.

The Iron Mountain and Greenbrier was managed by Frank Hauck, of Ronceverte, and Dr. Myles says that "M. E. (Mike) Hennessy was Conductor on the railroad from the time the first passenger run was made until the day the runs were discontinued and the railroad abandoned." The railroad quit operation in 1929, and the rails were removed from the ties in 1930. These rails were sold for scrap, and Monte Dickson, now of Rainelle, says "a better part of these rails were shipped to China and used for construction of a railroad in some part of that vast country."

The passenger train made stops at Montague Docks, Maple Drive, Divide, Wylie Crossing, Alvon, Shyrock and Neola. This train made one round trip per day between White Sulphur Springs and Neola. Passenger trains were never operated up the North Fork of Anthony's Creek. The one-way fare from White Sulphur Springs to Neola was seventy cents.

One of the important stops made by the passenger train was at Alvon, where the crew would load from 25 to 30 cases of one-half gallon jugs of water which was bottled at Alvon Springs. Each case of water would weigh about 200 pounds. This water was used, at that time, on dining cars of the C&O Railway and by the Old White resort hotel.

The springs were owned by Mr. O'Connell, who purchased them from J. W. Mathews for the purpose of piping water direct to White Sulphur Springs, but he died before his plans were completed. The White Sulphur Springs Company purchased this property from Mr. O'Connell's two children - Daniel Oscar and Minnie Belle - paying them the sum of $250.00 each. (Deed Book 85, Greenbrier County Courthouse, December 15, 1913.)

In the days of prohibition, moonshining was prevalent in the Anthony Creek area, and moonshiners stealing these empty half-gallon water jugs, after they were unloaded on the platform at Alvon, made the cost of bottling the water too expensive and it was discontinued.

After the White Sulphur Springs Company quit bottling the water, a pipe line was laid from the springs to White Sulphur Springs, a distance of about 12 miles. The pumping station at Alvon pumped the water to the top of the Divide, about 6 miles, and from there it flows by gravity to White Sulphur Springs and is stored in the White reservoir on Prospect Hill.

These pipe lines were first laid of cedar wood pipe, bound with steel bands and covered with sawdust and tar. However, this type of piping developed numerous leaks, and it was replaced with cast iron pipe. Most of the water line was laid along the railroad right-of-way.

In the early days of the Old White Hotel, Mr. George Grant owned the property along Howard's Creek, where Mr. Harold Starrett and Mr. Bennie Snyder now own. Mr. Grant built a dam for use of the resort patrons as a swimming pool, not far above the present location of corporation limits of White Sulphur Springs. This dam was washed out the winter following it's construction.

At a later date, Mr. Grant built a second dam, again to be used as a swimming pool for guests at the hotel, on land now owned by Mr. Starrett. It was from this locality that the mud for the famous mudpacks used at the Old White Hotel was obtained.

The passenger train was pulled by engine 299, and there was one passenger coach with red velvet covered seats and shiny brass to make it beautiful.

The first Engineer on the Iron Mountain and Greenbrier was Fred Nihoof, who came to White Sulphur Springs from Louisville, Kentucky. Mr. Nihoof, his wife and step-daughter lived in two rooms over the engine house in White Sulphur Springs, and were well-liked and respected citizens of the town.

The log train operated one trip a day into White Sulphur Springs, and this train had 10 to 15 cars of logs. These log cars were switched to The Chesapeake and Ohio Railway and shipped to Ronceverte, where they were milled.

In the mountain areas adjacent to the C&O, great interest was shown in development of iron mining and manufacturing, since so much cheap coal was near at hand. M. E. Ingalls, President of the C&O had said, "In Virginia and West Virginia there is an abundance of iron ore to support many furnaces for all time to come. The iron ore resources of this territory are practically as unlimited in quantity as coal."

The railroad also operated one ore train a day during the time that the ore mines were running. This train would have 10 to 12 cars of ore. Dickson did not know the final destination of the ore, but thought the cars went to Lowmoor, as there was an iron furnace at that point. We talked at length with Mr. Rufus Bowling about the manganese iron ore on Anthony Creek, and he said that the prospectors found this ore mostly in pocket and at that time they did not find it in sufficient quantities to insure continuing business investment.

In the early days of the railroad a local freight was operated on the Iron Mountain and Greenbrier. Besides handling local freight, it also brought to the C&O cars of sawed lumber from the bandmills along the route or brought over the mountain to the Docks on the narrow-gauge railroad from Mountain Grove, Virginia.

The railroad owned three locomoties and one big shay engine. According to Monte Dickson, the 299, which is the best remembered engine of the

line, was actually borrowed from the C&O, and Edgar Brackman, son of Mr. and Mrs. Harvey Brackman, and who followed Fred Nihoof as Engineer on the Iron Mountain and Greenbrier, related that his last sight of old 299 was at the Clifton Forge shops of the C&O, where it was scrapped. Like many others, Mr. Brackman regretted that he did not secure the numbers of the 299 for his personal keeping. At other times engines 213 and 232 were borrowed from the C&O. These were G-3 type engines, with unusually long fire-boxes for their size, the fire-boxes measuring about 11 feet 6 inches long.

The shops for the Iron Mountain and Greenbrier were located within the present corporation limits of White Sulphur Springs, just back of Burr's Service Station, or about the location of the new White Sulphur Springs postoffice. George Clark, brother of Ernest Clark, was Engine Hostler. The present business and office of Mr. Rufus Bowling is on part of the original right-of-way. This same right-of-way ran near the present location of Perry's Super Market.

Rufus Bowling started his hardware and furniture store in 1917, on the main street of White Sulphur Springs. The lumber business in the Neola area was thriving. The name of the railroad had been changed from the Iron Mountain and Greenbrier to the White Sulphur and Huntersville Railroad, and Mike Hennessy took over the management of the railroad. The area about Neola was crowded with lumber camps. The Huntley Lumber Company was operating a big mill at Neola. This mill later burned. The Bowling people furnished most of these camps with log grabs, canthooks, crosscut saws, bunk mattresses, etc.

In 1917 A. E. Huddleston operated the Mountain Milling Company in White Sulphur Springs - a business which he later sold. Mr. Huddleston and the Mountain Milling Company also built and operated the first electric power plant in White Sulphur Springs, and this power generating plant was later sold to the Virginia Electric Power Co.

Wages were never high on the Iron Mountain and Greenbrier - and working hours were never short. When the crew worked six days a week the monthly wage was $100.00, and when the working days were reduced to three days a week, wages came down to $90.00 per month. Dickson explained that the slight reduction in wages with three days cut from the work load was due to the fact that the crew did about the same amount of work in three days as they formerly did in six. The working hours were from 12 hours to 19 hours per day---or whatever time it took for the crew to make the round trip.

The track of the Iron Mountain and Greenbrier Railroad was never in first class condition. The ties had little or no ballast---and this was a contributing factor to many derailments. The Company did not own a derrick, and so all wrecks had to be retracked by the use of cables and jacks.

One time when Fred Nihoof was at the throttle and pulling 4 box cars and one passenger car, the engine split a switch as the train was coming down the Divide. The engine derailed, and the wheels were on the ties. The air was in emergency and the throttle in reverse as the Engineer and Fireman climbed off the engine to look over the wreck. While they were planning how to get the engine back on the track, the air suddenly released and the engine, neat as you please, backed up on the rails---in one of those 'freaks' of railroading.

George Hilliary, who ran an engine for the C&O out of Ronceverte, was once borrowed to work on the Iron Mountain and Greenbrier. Hilliary inquired of Mike Hennessy as to "how fast can you run on this railroad?" Hennessy informed him "the track isn't in too good condition, and you will have to use your own judgment." Soon after leaving Neola, with a train of 15 cars of lumber, Hilliary was cracking along at about 25 miles per hour when 8 of the lumber cars jumped the track and completely turned over, scattering their cargo in every direction. No one was hurt in the accident, but it was a big job to clear up the wreck and retrack the cars.

Every year, about a week before Christmas, the train crew would stop along the right-of-way and cut a box car load of Christmas trees, which would be distributed free to the residents of White Sulphur Springs--and every year there was a general squabble among certain townsfolks who grumbled because they thought their 'free' Christmas tree was inferior to that given to their neighbors.

The work was not easy on the railroad even in summer. When winter came, ice, snow, sleet and cold made working conditions worse. One Monday morning the recorded temperature at the resort hotel was 40 degrees below zero. That day when Engineer George Brackman and Fireman Monte Dickson took the engine from the engine house, the steam leaking from the boiler froze ice more than an inch thick on the staybolts of the boiler inside the engine cab.

That same day the crew was shoving four box cars toward a loading siding at Wylies Crossing when the cars jumped the track at the crossing and took out through the field. During the previous week it had three times snowed, sleeted and froze. The cars jumping the track cut a wheel track

deep in this accumulated snow and sleet. To get the cars back on the track, Mike Hennessy had Brackman and Dickson to hook cables to the cars and start the engine--and the cars pulled right back on the rails by following the track in the field they had cut in the frozen snow and sleet.

One March day in 1918, the train had reached Neola on the trip from White Sulphur Springs when the waters of that famous flash flood swept down all creeks in the area, and torrents of water poured and swirled from mountain to mountain. The engine was put in a siding near Neola, and the crew - desiring to get back to White Sulphur Springs - set out from Neola operating a lever car. On the lever car was Mike Hennessy, Edgar Brackman, Monte Dickson, Walton Jones, Cleo Brackman and Albert Boggs. Boggs did not work on the train, but operated the pumping station at Alvon. By hard work and personal risks they managed to get the lever car back to Alvon, where they found the track and ties completely washed away. The men climbed over lumber docks, and by wading deep waters reached the home of Charlie Mathews, a son of Capt. Mathews of Civil War fame. Mike Hennessy had a cork right leg, and wading to the Mathews home soon became a difficult task for him. Every time Hennessy would take a step, his cork leg would float to the top of the water--and he spent time and energy after each step pushing his cork leg back down into the water.

The men were still cut off when they reached the Mathews home, but either Jones or Brackman managed to get across the waters and from the other side extended a long pole. One at a time the men would take firm hold of the pole and by clinging to it, let the current wash them downstream to the other bank. Once all were across, they acquired another lever car and made their way to White Sulphur Springs.

From Wylies Crossing to White Sulphur Springs, all the bridges were washed out with only the rails and ties remaining. When crossing these washed out bridges the rail and ties would sag from the weight of the lever car into the water--and had the rail given away the entire lever car crew would have been washed away and probably drowned.

Mrs. Lynn Clark was Agent at Neola, or Clark's Depot. Henry Lynch was Agent at Alvon, and a Brackman was Agent at Wylies Crossing. These people received all the freight, baggage and express, paid such charges as were due to Conductor Hennessy, and in turn delivered the shipments to whom they were consigned, for the usual fees and charges.

Others who worked on this railroad were Claude Clifford, Frank Murphy, Charlie Waggoner, Willard East, William Holler, John Hennessy (brother of Mike), Leo Clifford, Jack Ridgeway (brother-in-law of Mike Hennessy), George Dean, Herb May, and Sam Peco.

Dr. W. E. Myles started his medical practice at Neola on July 19, 1913. At that time the Dana-Guthrie Lumber Company, of Charleston, W. Va., had charge of the timbering at Neola, and employed about 60 to 75 men in the woods and mill. His first patient at Neola was a man who came down from the woods and, being slightly intoxicated, became mixed up with the storekeeper he was talking to, resulting in the storekeeper hitting him over the head with an axe handle. When Dr. Myles treated the man he still couldn't talk well, and he kept repeating over and over "may the curses of old Ma Kelly rest upon him." This phrase intrigued Dr. Myles--and for the past 50 years he has been trying, but unable, to find out what this man meant by "the curses of old Ma Kelly."

Dr. Myles maintains that the better part of the timber (mostly white pine) of the Anthony Creek area had been cut and splashed out by dams prior to the building of the railroad, and the oak and other hardwood timber east of the Greenbrier River in the immediate area in West Virginia and Virginia did not prove to be a high grade timber. This is further authenticated by John Frederick Weber, Jr., of Rainelle, who graded and loaded lumber at Montague Docks, Wylies Crossing, Neola and the Docks.

The first splash dam was built on Lyons Draft, or Lyons Branch of Anthony Creek, two miles below Blue Bend. This splash dam was built in 1885 by Henry M. Dawson.

There was a grist mill located on Anthony Creek about one mile below Blue Bend. This grist mill was built in 1840, and the logs of this old mill dam are still there to show for themselves.

There was at least one splash dam on the North Fork of Anthony, which was operated by the St. Lawrence people. The St. Lawrence Company also operated two splash dams on Meadow Creek, about two miles north of Neola, between the years 1891-1893.

C. J. Hauck built a splash dam near Trainer, on the headwaters of Anthony Creek, in 1892. J. D. Alderman, who later worked on the construction gang of the Iron Mountain and Greenbrier, and who is still living, worked on this dam.

These splash dams were built during dry weather, when the water was low. The logs were hauled by teams from the woods to the dam, and when a sufficient amount of logs had been accumulated in the dam and

waters were in flood stage, the dam was destroyed and the logs floated downstream to Anthony, where this creek empties into Greenbrier River. From Anthony they were floated down the Greenbrier River to Ronceverte, where they were manufactured.

In the 15 years preceding 1901 and the building of the Iron Mountain and Greenbrier Railroad (White Sulphur and Huntersville) there was considerable activity by Johnson Newlon Camden and his associates to open the undeveloped iron ore fields of Pocahontas, Greenbrier, Alleghany and Craig Counties. These men proposed to extend their railroad (The West Virginia Central and Pittsburgh) through parts of these Counties and to affect a junction with the C&O at Covington, Virginia. They had ambition of moving the iron ore from the area direct to the mills around Pittsburgh. Apparently M. E. Ingalls was not in agreement with the Covington, Virginia, connection of the two railroads. He proposed West Virginia Central and Pittsburgh extend its line from Williams River to Huntersville, a distance of 35 miles. The C&O would then extend its Warm Springs Branch to Huntersville, and the two roads would connect there.

With Huntersville in mind as the meeting point of the two roads, Camden had suspicions that the C&O actually meant to checkmate his iron ore enterprise with the Warm Springs Branch and thus shut him off somewhere "out in the brush". The very name 'Iron Mountain and Greenbrier' or 'White Sulphur and Huntersville' suggests the road was built for more reasons than just the cutting of a second grade hardwood timber crop. And had the West Virginia Central and Pittsburgh extended its line to

Huntersville, the route would have been wide open to Neola and down the "Sunshine Valley" to a junction with the C&O at White Sulphur Springs.

The geographical location of the Iron Mountain and Greenbrier would have completed the strategic job of check-mating Camden and his associates, Stephen B. Elkins and Henry Gassaway Davis, at Huntersville - and might have caused that venture to be "shut off in the brush". Hence, the line from Williams River to Huntersville was never built.

It is said that the "narrowness of Anthony Creek, and the resulting high cost of splashing hardwood timber down the creek to the Greenbrier River" brought about the construction of the Iron Mountain and Greenbrier; however, in about 1887, John W. Harris, of Lewisburg, Greenbrier County, was a candidate for U. S. Senator in opposition to Johnson Newlon Camden who sought the nomination. Harris did not receive the nomination, but neither did Camden.

John W. Harris, Lewisburg, Greenbrier County, is listed as one of the incorporators of the Iron Mountain and Greenbrier Railroad, holding three shares.

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(*) indicates

Allen, Augustas or **Augustus** - 07/23/1911; Charlottesville, VA; 11/15/
Allen, Daisy - 04/25/1917; Winston-Salem, NC; 03/13/1937; student
[Alsten] or **Alston, Moore - age 17; North Carolina; 10/27/1922; sc**
Anderson, Ethel - 08/20/1920; Pine Hill, NC; 02/08/1943; day work
Anderson, George - 02/15/1904; Glen Milton or **Glen Wilton** , VA; 0
Armstead, Bertha - 06/01/1916; Kyle, WV; 07/14/1933; scholar

http://www.wvculture.org/history/journal_wvh/wvh56-6.html

Sewell Cave Undisturbed By Highway Excavations

Opening in Cliff Used by Pioneer White Settler as Home; Historical and Commercial Possibilities Pointed Out

Charleston (W.Va) Gazette Feb/30

By MRS. BILLIE RICHARDSON

IT was rumored that the road work at Stephen Hole run on the Seneca Trail had destroyed the cave in which Stephen Sewell lived in the Indian days. But such is not a fact, for the cave is still there. The big limestone cliff a couple hundred feet high faces the state highway about 300 yards distant. It is of the Big Lime or Greenbrier Limestone and many thousand tons have been blasted off the face of the cliff for use in surfacing the road.

The quarry is where the main spring issues and what gave rise to the report that the cave had been blasted out was that at the point the work had been going on the cliff overhung and formed a kind of shelter from a rain, but it in nowise filled the specifications as a den or habitation. It would be like living out of doors. The real cave is set high upon the cliff south of the works, and it is said to be safe for many years to come. It is not at all likely that it will ever be needed for road work.

Stephen's Hole, as it is called, overlooks the little valley and is a hole in the wall that encloses the whole of the upper part of the valley. It is in a similar position to Cluny's Cage, that Robert Louis Stephenson tells us about in "Kidnapped", which was the hiding place of Cluny MacPherson at the time he was outlawed for the part he had taken in the war against Cromwell in favor of the exiled Stuart Kings. It is in the top of a cliff and is hid by the trees and timber.

Stephen Hole Run, or Sewell Run, as it was sometimes called, is a little spring branch crossing the highway a mile north of Mill Point. At this point the road to Huntersville branches off to the east and descends the little valley to Greenbrier river, where it crosses at the mouth of Beaver creek, up which it goes. This was the old time near cut to Huntersville, in the days when it was the county seat, and the river was low enough to ford. Above the road the run has formed a bog of a few acres in extent, and the bold clear stream that issues from it is from everlasting springs and does not vary much in volume the year round. In the old days there was a well-founded belief that if horses afflicted by the scratches, an affection of the skin in the fetlock, were watered and their feet washed in this little stream that they would be cured, and it waa the custom to bring horses there from the surrounding Levels country.

In the tourist day that is coming it will be the regular thing to halt the car at this point and the visitors will walk some 300 yards and climb up the declivity that brings them near the top of the cliff and inspect the cave. It will also afford them the boon of the finest drinking water, as cool and clear as is to be obtained in this world of ours.

There never was a cave so well suited for a habintation as this one. On climbing to the level of the opening, first is found a smooth platform sort of place perhaps 30 to 40 feet in size. Next is a great roof or portico which shelters a large portion of this terrace, with an out-curving roof perhaps 10 feet high. Then in the wall is a room about six feet wide and ten feet deep, with a low ceiling. A fire across the opening would keep this little retreat comfortable in the coldest weather. Back of this room is an opening of unknown dimensions but extending well back into the cliff. It is very dark there and would not be suitable for living rooms but would be an ideal place to store food and supplies. The front room is fitted with a level floor, and being open to the outer air is in good condition now without a particle of fixing to afford a comfortable place to sleep and take shelter. No stream issues from this cave, and there is no current of air. It is an ideal place for camping and it is one of the sights of the county.

If you have occasion to visit it, follow the path up by an old abandoned sawdust heap. The place is on Dr. H. W. McNeel's farm, the top of the cliff being the dividing line between his farm and that of F. W. Ruckman. Perhaps if you go into the cliff you will be on the Ruckman land as well as the McNeel land. There are great possibilities in that little cave which has not been much more than a waste place so far. It has been talked of as a place to grow water cress, and there have been some slight efforts to transplant wild cranberries into the bog part of the shut-in place. On every side is rich farm land, but the cave has been unused except for some indifferent pasture, which in a section so solidly blue-grass has not been much esteemed. With very little work there could be a little lake formed here of clear pure water. It would be surrounded by beautiful grassy shores and beetling crags would overlook it. There one would have grass, water and a precipice in close harmony, and it would be one of the beauty spots of West Virginia. The highway would skirt one side of the park, and Sewell's everlasting house would look down on it. It would be just the right distance, eight miles, to make an attraction for the town of Marlinton, and it would be an objective for drives from Lewisburg, Ronceverte, White Sulphur Springs and Hot Springs, Va.

Sewell came here with Jacob Marlin in the seventeen-forties. He owes his fame like Marlin and every other notable to the fact that his name got into print and was preserved in that way. Owing to this fact he and Marlin have come to be the first English settlers of the Mississippi valley. Their permanent camp was where the town of Marlinton is located and where they were found by General Andrew Lewis. Marlin survived the French and Indian war, and lived to the end of his life here. He married and had a daughter who married a Drinnin, and he has descendants here now.

Marlin and Sewell had the experience of men who are too closely associated. They quarreled and Sewell left the cabin and took up his abode in a hollow tree. The two places were separated by the crystal waters of Knapps creek. Both the cabin and the tree dwelling were located in the narrow pass through which Knapps creek breaks through to reach the Greenbrier river. This stream flows between two peaks of headlands marking the gateway to the great Knapps creek valley, one a spur of Buckley mountain and the other a spur of Marlin mountain. These peaks have never been given names, and it is now proposed to name them Mary and Elizabeth, after Elizabeth Dunlap and Mary Vance Warwick.

It is the common belief upon a tradition, that Stephen Sewell left Marlin here, and moved to Sewell creek, which flows into the Gauley river, and that he was there killed by the Indians. That he lived on the waters of Gauley is due to a statement prepared by Colonel John Stuart, the grand old man of Greenbrier county, in the year 1798. And it is based on his report that Sewell moved 40 miles farther west and lived on a creek that bears his name. It is not at all likely that Sewell lived on Gauley or any point west of the Greenbrier valley prior to 1756. David Tygart had to leave the nearby valley of Tygart's valley river in 1754 and he is undoubtedly the original settler west of the long intervening valley of the Greenbrier.

Earl L. Core:

Transfer of Mss. from Botany Library to W.Va.

File with botanical articles and letters

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TRAVELS OF ASA GRAY IN WESTERN VIRGINIA, 1843*

Earl L. Core

In August, 1843, Asa Gray traversed the mountains of what is now West Virginia in the course of one of his expeditions to the Southern Appalachians, large portions of which were then relatively unknown botanically. Although several interesting discoveries marked his progress, his journal for this period is comparatively barren, alongside the detailed records of his explorations farther south in North Carolina. Millspaugh[1] reports that he was unable to trace his route through the State. Nevertheless, from the labels on some of his collections, from our knowledge of the highways existing in that day, and from the scanty references in his writings, it has been possible to outline his travels in this area with a considerable degree of accuracy.

Dr. Gray's first journey to the Southern Appalachians was made in 1841, a report of which was published in the American Journal of Science, in the form of a letter to Sir William Hooker.[2]

Although he expected to make many such southern expeditions (see his letter to W. J. Hooker, May 30, 1840), he was prevented from undertaking them because of the time required for the Flora of North America.[3] The new territories west of the Mississippi were being opened to exploration and for many years continually yielded an immense amount of new botanical material. Torrey and Gray interested themselves in the various

* Contribution No. 13 from the Herbarium of West Virginia University.

[1] W. Va. Geol. Surv. **5** (A): 4. 1913.

[2] Amer. Jour. Sci. Ser. 1. **42**: 1–49. 1841.

[3] A Flora of North America; containing abridged descriptions of all the known indigenous and naturalized plants growing north of Mexico; arranged according to the natural system. By John Torrey and Asa Gray. New York. 8vo; **1**: 1838–1840, pp. xvi + 711; **2**: 1841–1843, pp. 504.

expeditions, boundary surveys, and the like, and were constantly hard at work studying the collections that came in.

On April 30, 1842 Dr. Gray was appointed to the Fisher professorship of Natural History in Harvard College, removing in July to Cambridge, where, in addition to his teaching duties, he continued his research and writing, busier than ever. However, in the summer of 1843, with the sanction of the president and board of the college (see letter to Mrs. Torrey, July 22, 1843), he found time to break away from his work long enough to make the second of his southern tours.

He left Cambridge on August 11 for New York, from there proceeding to "the Alleghany Mountains in the north of Virginia", where he was to meet his friend, William Starling Sullivant, of Columbus, Ohio. The chief object of the expedition, from Dr. Gray's standpoint, was to "obtain live plants and seeds"; they expected to be too late in the season for the best botanizing, although he thought that he should "be in the best time for Compositae". Mr. Sullivant planned to devote "his attention primarily to the Musci"; between the two of them, they hoped to "let nothing escape".[4]

The expedition lasted nearly three months (Gray returned to Cambridge on November 3),[5] but while "the later and more interesting part" of the journey, in North Carolina, receives several pages of mention in letters and entries in his journal, the "long journey through Virginia" is dismissed in a more summary fashion. Sullivant was a pleasant companion and Gray recalled, years later, "the varied incidents of the arduous but delightful journey, ... the laborious mountain ascents, the night bivouacs, the healthful woodland life and primitive fare, and the many amusing adventures" of the tour which took them "along the principal length of the Alleghany Mountains, through much of their most picturesque scenery, and through regions which abound with the choicest botanical treasures which the country affords".[6]

Late in August the two friends met, apparently somewhere in the highlands of Western Maryland. Following the National Road (now U. S. Route 40) west from the Potomac at Cumber-

[4] Letter to W. J. Hooker, 11th August, 1843.
[5] See letter to George Engelmann, November 4, 1843.
[6] Amer. Jour. Sci. ser. 2. 1: 79. 1846.

land, "the Great Back Bone of the Alleghanies was crossed in Maryland, where it presents a pretty formidable elevation,[7] and several plants were observed which were thought to be confined to a more southern range, such as *Menziesia globularis* and *Galium latifolium*. The open *glades* on the other side presented many features of Kentucky vegetation".[8]

Leaving the National Road, probably at what is now known as Keyser's Ridge, the two explorers proceeded southwards through Oakland, Maryland, and entered Virginia "near Mount Carmel Town", in Preston County. From this point they descended via Horse Shoe Run to Cheat River at or near Westernford,[9] in Randolph County, thence to Tygarts Valley River. Their course through this "rude, wild region" must have been in general that now followed by U. S. Route 219.

After ascending the beautiful Tygarts Valley, years later the happy hunting ground for Millspaugh,[10] "the high Cheat Mountain was then traversed nearly where it merges in the Green Brier range, and *Angelica Curtisii*, Buckl., as well as *Aconitum reclinatum*, Gray, were first met with".[11] It is an interesting observation to note that in Robinson and Fernald's 7th edition of Gray's Manual, published in 1908, the range of *Aconitum reclinatum* is given as "Cheat Mt., Va., and southwards in the Alleghenies"[12] despite the fact that the point at which Gray collected the plant, on Cheat Mt., had been West Virginia territory for nearly half a century. Rydberg's *A. vaccarum*,[13] based on a plant he collected near Spruce Knob, in Pendleton County, West Virginia, is a representative of this species and should be so called. The only other known station for the plant in West Virginia is at Spruce, on the headwaters of Cheat River, in Pocahontas County. The present known distribution of *Angelica Curtisii* in West Virginia may be indicated as follows: Pendleton County: Spruce Knob, *Mr. and*

[7] The elevation is 2860 ft. at the point U. S. Route 40 crosses Big Savage Mt., as the northeastern continuation of Backbone Mt. is now called.

[8] Amer. Jour. Sci. ser. 2. **1**: 79. 1846.

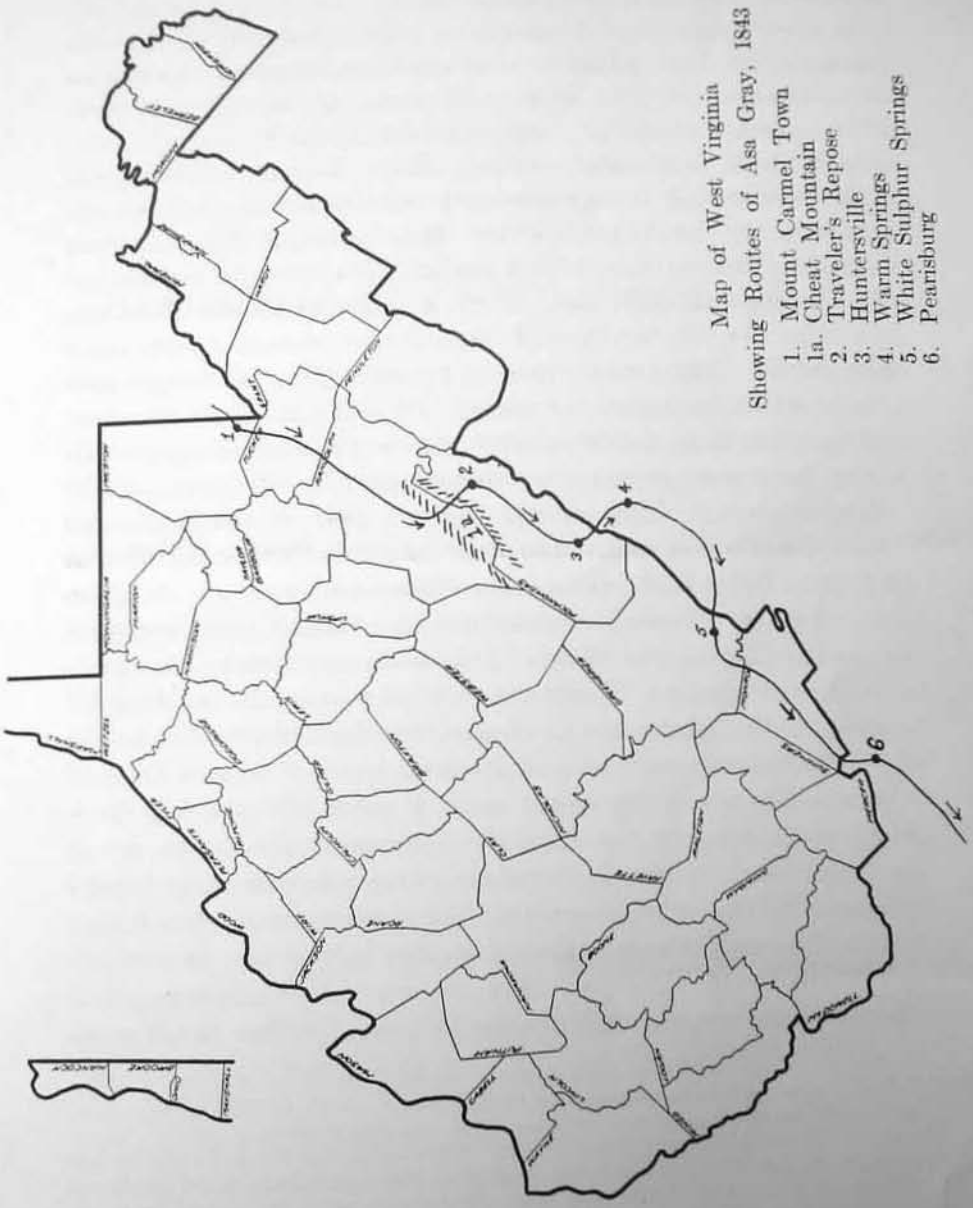
[9] Later St. George, which became the county seat of Tucker County when that county was separated from Randolph in 1856. Parsons, the present county seat, did not then exist.

[10] See Core, Contributions of Charles Frederick Millspaugh to the Botany of West Virginia. Proc. W. Va. Acad. Sci. **8**: 82–93. 1935.

[11] Amer. Jour. Sci. ser. 2. **1**: 80. 1846.

[12] Manual, p. 407.

[13] Torreya **26**: 31. pl. 1. 1926.



Map of West Virginia
Showing Routes of Asa Gray, 1843

1. Mount Carmel Town
1a. Cheat Mountain
2. Traveler's Repose
3. Huntersville
4. Warm Springs
5. White Sulphur Springs
6. Pearisburg

Mrs. Davis; Pocahontas County: Cass, *W. V. U. Bot. Exped.;* Grant County: Gormania, *Core* 3716.

In their trip across "the high Cheat Mountain",[14] the two travellers were benefited by the recently completed section of the Staunton and Parkersburg Turnpike traversing that area. This highway was authorized by an act of the Virginia Legislature in 1823, but appropriations were slow in following the authorization and it was not until 1842 that the road was extended down the Tygarts Valley River through Beverly, then the county seat of Randolph County. The splendid grades[15] of the Turnpike through the unbroken forest of Cheat Mountain must have made the penetration of this remote region quite easy indeed. Their "way crossed a towering range, hung above a far veil of unbroken spruce, forded swift glittering streams, and followed a road that passed rare isolated dwellings, dominating rocky and precarious patches and hills of cultivation".[16]

Eighteen years later, in the fall of 1861, Confederate and Union forces were marching and countermarching along this highway in the War between the States and a Union camp on the summit of Cheat Mountain was the highest point occupied by soldiers during the War. "The celebrated Battle Above the Clouds, on Lookout Mountain, was not one-half so high".[17]

East of the mountain, Gray and Sullivant descended to the Greenbrier River, the region of Hergesheimer's "Tol'able David," into a valley which "extended in deep green pastures and sparkling water between two high mountainous walls drawn across east and west. In the morning the rising sun cast long delicate shadows on one side; at evening the shadow troops lengthened across the emerald valley from the other".[18]

It is likely that the two travellers spent an August night at the far-famed hostelry, Traveller's Repose. This old Tavern

[14] Cheat Mountain has an elevation of 3798 ft. at the point traversed by the Turnpike, and 4433 ft. at Barton Knob, overlooking the Turnpike.

[15] This section was located by Claudius Crozet, who was formerly a surveyor on the staff of Napoleon Bonaparte, and it is a splendid commentary on his ability that modern engineers, laying out the course of U. S. Route 250 across Cheat Mountain, did not diverge from Crozet's survey at a single point along the 3-mile ascent of the western slope. See I. F. Boughter, "Internal Improvements in Northwestern Virginia," pp. 189–193, 205–214.

[16] From "Tol'able David." This description is applied by Hergesheimer to the next range to the east, Alleghany Mountain, but is applicable here as well.

[17] Hu Maxwell, "History of Randolph County," p. 140.

[18] From "Tol'able David."

was established before 1800 by John Yeager and in 1843, under the management of Andrew, John's son, was in the midst of one of its busiest periods, as a regular stage-coach stop and tavern house on the newly completed Turnpike. This highway was heavily used by emigrants going west and by statesmen from the west going to and from Washington and Richmond. It is said that Abraham Lincoln, when a Congressman from Illinois, used to stop at this house. The building was burned by Federal troops in 1861. The old tavern register, probably bearing the names of Asa Gray and W. S. Sullivant, likewise went up in the flames.[19]

Instead of proceeding eastward along the route of the Staunton and Parkersburg Turnpike, across Alleghany Mountain, the two botanists here turned to the south, towards the little hamlet of Huntersville, then the county seat of Pocahontas County. "In the journey through Pocahontas County to Huntersville, fruiting specimens of the little known *Rhamnus parvifolius* Torr. and Gr. Fl., were collected, a species which proves to be a perfectly distinct one, and has also been found by Mr. Buckley in Alabama".[20] Trelease later decided, however, that *Rhamnus parvifolius* should appear as a synonym of *R. lanceolata* Pursh.[21] Other known stations for this rare plant in West Virginia now include: Hampshire County: shale barren near Junction, *Strausbaugh;* Pendleton County: Smoke Hole, *Core* 4324.

Huntersville in 1843 "was by common consent regarded as a little place with large ways. It was no uncommon thing for Huntersville merchants to realize three or four hundred per cent on dry goods, and not much less on groceries",[22] dispensing to hunters and settlers who came to town.

Turning again eastwards near Huntersville, Gray and Sullivant once more enjoyed the privilege of traversing a recently built thoroughfare, the Warm Springs and Huntersville Turnpike, completed about 1838. "It was a grand highway for that period, and awoke a sensation much like our people felt at seeing cars coming to Marlinton. Every stream was bridged from Hunters-

[19] Pocahontas Times, January 25, 1940; an excellent article by Calvin Price on the history of Traveller's Repose.

[20] Amer. Jour. Sci. ser. 2. **1**: 80. 1846.

[21] Syn. Fl. N. Am. **1**: pt. 1, 407. 1895–1897.

[22] Wm. T. Price, "Historical Sketches of Pocahontas County," p. 387.

ville to the Warm Springs, and the means of communication at the time between those places seemed to be all that was desired or could be reasonably expected".[23]

"In the route eastward across the mountains from Huntersville to the Warm Springs, the rare *Helianthus laevigatus*, Torr. and Gr., and *Andromeda floribunda*, Pursh., (which is *A. montana* of Buckley,) were abundantly found. A mountain meadow on Nap's [Knapp's] Creek, east of Huntersville, also furnished a stout *Gentian* with crowded ochroleucous flowers, and with much the habit of *G. Andrewsii*. It was naturally enough confounded with *G. ochroleuca*, and specimens have been distributed under this name. It is, however, quite a different species from the real *G. ochroleuca*, though it may be the plant figured under that name in Sims. Bot. Mag. t. 1551, as well as the form mentioned by Grisebach (in Hook. fl. Bor. Am.) as remarkable for its cordate-lanceolate leaves".[24] Temporary diagnostic characters were given for the new species, and it was named *G. flavida*. No mention is made in Gray's account of the extensive shale barrens between Huntersville and Warm Springs, nor of the interesting species now known to inhabit the barrens.

Other stations of *Helianthus laevigatus* in West Virginia, represented by specimens in the State Herbarium, include: Hardy County: South Branch Mountain, *Sharp;* Greenbrier County: Kate's Mountain, *W. V. U. Bot. Exped.;* Mineral County: Wild Meadow Run, *W. V. U. Bot. Exped.* *Andromeda floribunda* is still little known in West Virginia, although abundant enough in localities where it does occur. The distribution may be given as follows: Greenbrier County: Alleghany Mountains, *Hopkins*, Pendleton County: Top of Shenandoah Mountain, *Core* 4895; Pocahontas County: near Cass, *Fred W. Gray*. In addition to the Pocahontas County station, *Gentiana flavida* is now known from Greenbrier County, near White Sulphur Springs, where it was collected by Ben R. Roller.

"From the Warm Springs the expedition pursued its course, by way of the Hot Springs[25] and the white Sulphur Springs, along

[23] Ibid., p. 73.

[24] Amer. Jour. Sci. ser. 2. 1: 80. 1846.

[25] Their course in general must have followed the present U. S. Route 220 to Covington, thence U. S. Route 60 to White Sulphur Springs, thence U. S. Route 219 through Union, Salt Sulphur Springs, and Red Sulphur Springs.

the base of Peter's Mountain to the Kanawha [New] River, which was crossed at Toney's Ferry below Parisburg [Pearisburg], and thence to Tazewell county. In Giles County, soon after crossing the river, live roots of the very rare and distinct *Heuchera hispida*, Pursh, were obtained, which have been preserved in cultivation."[26]

Summarizing, in a letter to John Torrey, written at Asheville, North Carolina, on September 30, Gray says: "Our long journey through Virginia brought us behind our estimated time, and hurried the later and more interesting part of our operations . . . . I doubt if I got anything of much interest in Virginia, except Buckley's (and Nuttall's) *Andromeda, Rhamnus parvifolius* on the waters of Greenbrier (where did Pursh get it?), *Heuchera pubescens* in fruit and *Heuchera hispida* Pursh ! ! out of flower and fruit, so that I detected it by the leaves only (and got good roots), not far from where Pursh discovered it, but more west, on the frontiers of a range of mountains where this very local species doubtless abounds".[27]

The Bryophytic results of the expedition appeared in the form of a few privately distributed books which contained actual specimens of mosses collected by Sullivant and his friends. The complete title of this work was "Musci Alleghaniensis, sive Spicilegia Muscorum atque Hepaticarum quos in itinere a Marylandia usque ad Georgiam per tractus Montium A. D. MDCCCXLIII, decerpserunt Asa Gray et W. S. Sullivant: (interjectis nonnullis aliunde collectis) Cincinnavit et exposuit W. S. Sullivant. Fascis I, II, Columbus in Ohione MDCCCXLV."

West Virginia University,
Morgantown

[26] Amer. Jour. Sci. ser. 2. **1**: 81. 1846.
[27] See Wherry, "Heuchera hispida Pursh rediscovered." Rhodora **35**: 118, 119. 1933.

RAFTING ON THE GREENBRIER

The following article on rafting on the Greenbrier forty to fifty years ago was written by Cal Price and appeared in the Pocahontas Times of Marlinton, of which he is editor and publisher. It will recall old times to a number of our readers:

Some one was asking me how about that romantic, lost industry on the Greenbrier—the running of great lumber rafts. This industry flourished during the eighties and nineties of the last century, and was ended by the building of the Greenbrier division of the Chesapeake & Ohio railroad.

Walnut, cherry, cucumber and ash were the principal woods rafted. Pine was too cheap, and oak too heavy to float up well. There never was much poplar up here. Marlinton was about the head of navigation, but some rafts did come from as high up as Cloverlick. Ronceverte was the destination.

A raft of sawed lumber ranged in length from a hundred to one hundred and twenty feet, and was either sixteen or eighteen feet broad. It was built to draw about eighteen inches of water. When that depth was reached, they quit loading, whether there was much or little lumber. The weight of the lumber had to do with the size of the raft. I would say an average raft ranged between twenty and twenty-five thousand feet. Occasionally there would be a raft of walnut logs, to be sawed up at Ronceverte. Occasionally, too, there would be double rafts—two big ones spliced together. The object of doubling up was to save the cost of an extra pilot. A crew was a pilot and his helper on the rear oar, and three men on the bow oar.

The real rafting business was started by Captain Lakin, who came here from Pennsylvania in the middle eighties, and he brought with him the late Captain John Peters. The latter was a practical raft builder and river pilot. He had rafted on the Susquehana up in Pennsylvania. He learned the Greenbrier river, and started a school of raft runners. Among the pilots I recall were George McCollam, John Buckley, John Rorke, Charles and John Callison. Of these, Messrs. McCollam and Buckley are still with us, hale and hearty and yet able to carry a raft to snubbing place at Ronceverte. A four-foot rise at Marlinton was considered good rafting tide. On such a rise the raft traveled at a rate of about five miles an hour. The elapsed time from Marlinton to Ronceverte—65 miles by river—was put down as 13 hours. On higher water the trip has been made in 11 hours.

There was art in the construction of a raft. First came the "cribs"—five or six to each raft. The crib consisted of four sixteen or eighten-foot two by fours, pinned at the corners with a "grub." A grub was a sapling—usually white oak—shaved to a diameter of an inch and a half, a yard long, with the root burl trimmed into a knot about three inches across. The two by fours were bored with a big auger, the grubs inserted and wedged in tight. The bottom of the crib consisted of inch boards, laid cross wise the stream. Beard, Copperhead rock near Spice Run, Davy's run at Droop, Scrub Grass, Sliding bend and a dozen others, the names of which do not come to me now. I must not forget Bird's mill dam near Rorer, where a raft was more than likely to hang if the water was not right.

Favorite places to build rafts were the Gay eddy, at the mouth of Stony creek; the Slough, at the head of the island above Marlinton bridge; just above the bridge near the residence of George W. McCollam, and some at the Price hole near the Hunter residence, when the ways were crowded at more convenient places. Then there was Swago, Stamping creek and Beard.

How many rafts were run on Greenbrier river in the sixteen or eighteen years the industry flourished there is no way of telling. Mr. McCollam probably made as many as a hundred trips in that time. He does know in his record year he kept account that he piloted no less than thirteen safely through.

There were a lot of things which couid happen to a big raft 120 feet long, 18 feet wide, 18-inch draft and a dead weight of perhaps 80 tons. It could drag in shallows, hang on a tow head, bust on a rock, turn sideways and break in two.

I have always heard John Buckley has the unusual record of never wrecking a raft. It was said he would refuse to accept the responsibility of piloting any man's raft which he did not consider properly constructed, or if the water was too high or too low, if he did not have the picking of his crew, or any other condition which he considered the risk unjustifiable.

On the other hand, Mr. McCollam had the reputation of running any man's raft any time he had a mind for it to go. With him, the owner took the risk with his property, and he would risk his skill and luck with the old river for a happy snubbing of lumber, crew and pilot at Ronceverte. While he had some wrecks, all the odds had to be against him if he did not safely land his raft at its destination.

There was always the urge to get a raft out and going on a rising river; there was always the chance to hurry back and get another one on the falling tide.

Aside from the standing it gave a man among his fellows, the matter of piloting a great raft of lumber had a big money consideration as well. A pilot received $5 for a run that took him but a day to make. Of course, there was that forty-six mile walk, but time had to be put in somewhere.

Some there were who insisted on walking back home in one day. Mr. McCollam's plan was to break the journey. If the water was high and he got an early start and hung his raft in mid-afternoon, he walked back fifteen miles to Frankford and home next day. If he started from Ronceverte in the morning, the thirty miles to Shisler's on Droop mountain was good enough for a day's journey on foot. At times, the demand for his

"grub." A grub was a sapling—usually white oak—shaved to a diameter of an inch and a half, a yard long, with the root burl trimmed into a knot about three inches across. The two by fours were bored with a big auger, the grubs inserted and wedged in tight. The bottom of the crib consisted of inch boards, laid cross wise the stream. The crib was built on the ground and slid into the water. Five or six cribs or bottoms were laid down and fastened together with bored two by fours two feet long. These connecting pieces were hung on the grubs at each end of the bottoms and securely wedged. Then came the work of laying on the lumber, lenghtwise the stream. When a draft of eighteen inches was reached the raft was done. If I remember right, when the last layer of lumber went on, it was all bound together by more bored two by fours stretched across the raft from the grubs at each corner of the bottoms. The grubs were then lopped off and securely wedged.

The head blocks on which the big oar sweeps rested were built up of more two by fours, holding a strong hardwood pivot on which worked the oar. The oar stem was a thirty foot length of tree of about eight inches in diameter at the big end. A seasoned stick of poplar, bass wood or cucumber made the best stem. The big end of the stem was mortised back five feet or so and a sixteen-foot two by twelve board inserted at proper angle for an oar blade. This great oar took a powerful purchase in the water, but no more than was needed at times. The rear oar was a handy thing to knock a greenhorn into an icy bath should it get beyond control by the water catching it broadside. Such catastrophe was ever guarded against by the pilot always "carrying the oar."

Laying down and building up a raft was a hurry-up job at which the men worked at full speed. They could rest floating down the river the next day, working feverishly only on occasions at bad places. A rising river kept the raft in midstream, as it would climb the highest part; a falling tide had tendency to bring the raft to shore.

Marlin ford at the island above town was one of the shallow places to be considered in rafting. Often a raft built at the mouth of Stony creek would be dropped down in the evening to the island, to the bridge or to the Price hole, if the river was falling, for an early start the next day. With a thirteen-hour run in prospect, an early start was always desirable. The pilots got to starting before daylight, and then occasionally would run at night.

At Marlinton was the Riding rock—a big sandstone boulder which is still in the river opposite the residence of R. B. Slaven. The bank is now rapidly covering up this rock. When the water lapped over the top of the Riding rock it was a proper rafting tide.

Then there were the Duncan rocks, a dangerous piece of rough water above the mouth of Swago. Other places to remember were Break Neck near journey. If the water was high and he got an early start and hung his raft in mid-afternoon, he walked back fifteen miles to Frankford and home next day. If he started from Ronceverte in the morning, the thirty miles to Shisler's on Droop mountain was good enough for a day's journey on foot. At times, the demand for his services as pilot on a tide that was holding well justified the hiring of a livery team to trot back home at night to bring down a raft the next day.

Some pilots were a bit soft and fancy, so they got to loading the family horse and buggy on the raft, to drive back in ease and comfort, pomp and circumstance the next day.

It was considerable accomplishment to be able to safely pilot a raft 120 feet long, eighteen feet wide and drawing 18 inches of water down the swift Greenbrier the sixty-five water miles between Marlinton and Ronceverte. The pilot must not only know where he was every minute of the time, every rock, rapid, shoal and current, but to know and anticipate the shifting and changes to be expected at every place at any stage of water. Hair-trigger decisions had to be made on the second or just before. If the move was the wrong one or too late it was just too bad, but no worse than no move at all would have been. It was a great game and a great life while it lasted. The ride down compensated for the long trudge back.

WHERE "TRAVELLER" WAS BORN IN GREENBRIER COUNTY

Not unlike the pioneers who founded Old Greenbrier and reached the pinnacles of statesmanship and public favor, "Traveller's" beginning was a humble log structure, too. This old barn stood on the Andrew D. Johnston farm, near Blue Sulphur Springs, in Greenbrier county.

WRITINGS ON GREENBRIER

Famous Horse Born In Greenbrier County

By Suzannah Smith Miles

Being new to the area (I hail from the "other" Charleston in South Carolina), and being a writer and historian, you can imagine my delight when I found that my new home was not only one of the most beautiful areas God created on this earth, it had a history as intriguing as any in America. This link to the past is found everywhere - from the forgotten log cabin discovered serendipitously at the end of a mountain road to the hilltop antebellum mansion overlooking one of the awesome valleys that roll on with such never-ending splendor.

Perhaps nowhere is this history more accessible than the burial ground adjoining Lewisburg's Old Stone Church. Ah, if those venerable old tombstones could talk! I have often said that to truly understand history, you must first get to know the people who lived it. And here, buried beneath the sandstone and marble markers, are the very people who lived the history of the Greenbrier Valley region.

Being a perpetual seeker, I copied several inscriptions and began researching them online and at the Greenbrier Historical Society. The result has been fascinating.

Thus, for the next several columns I'd like to introduce you to a few of the perpetual residents of the Old Stone Church cemetery, many of whom you already know as your own ancestors.

The monument is large, pentagonal and straightforward in black granite. At the base "JOHNSTON" is carved in large block letters. Under an etched garland of laurel leaves (a motif denoting military heroism) is the name: "James W. Johnston-Capt. Of Co. B, 60th Va. Regt.-June 7, 1832-Feb. 21, 1917."

I fully expected to learn of Captain Johnston's military exploits as I began research. And yes, he served the Confederacy with valor, as did his two brothers, John and Andrew. Yet perhaps the most famous accomplishment for which James (better known as Dick) Johnston is remembered is that he trained Traveller, the legendary horse of General Robert E. Lee.

James William Johnston was the eldest son of seven children born to horse breeder Andrew Davis Johnston and his wife, Esther Lyle Alexander.

His grandfather was Captain William Johnston, who with his wife, Jane Davis, were among the first to come to the Greenbrier region from the Virginia valleys, settling on Anthony's Creek around 1765. At some point in the early 1800s the family established Johnston's Farm near Blue Sulphur Springs on lands formerly owned by Major William Hamilton. It was here that Traveller was born.

Traveller's pedigree was sterling. His sire was the great Kentucky racehorse, Grey Eagle, who had been bred to the mare, Flora. Andrew Johnston apparently purchased Flora in Kentucky as a brood mare, then transported her by boat down the Ohio, the Kanawha, and eventually by hoof to Blue Sulphur Springs. It was here in 1857 that her famous colt began life with the name "Jeff Davis."

Under Dick Johnston's training, "Jeff" took premiums at the 1859 and 1860 Greenbrier County Fairs before he was sold to a family friend, Major Joseph Broun, who renamed the horse "Greenbrier." Thus, at the onset of the war, Broun and Greenbrier began their tour of duty at Sewell's Mountain.

Stories differ, but most agree that General Lee had twice seen and offered to buy the horse before circumstances put the two together again a year later in coastal South Carolina where Broun's regiment, the Third Virginia, had been sent as reinforcements. When Lee again expressed interest in owning the horse, Broun offered him as a gift. Lee would not hear of accepting such a fine steed without paying.

Thus, Greenbrier was sold for $200 Confederate money to General Lee and given his third name, "Traveller." The rest, as they say, is history.

"Traveller was a stylish, big-headed fellow, that always attracted attention," wrote Dick Johnston in 1895. "He had a rapid, springy walk, high spirit, bold carriage and muscular strength. He needed neither whip nor spur, and would walk 5 or 6 miles an hour over rough mountain roads with his rider holding him in check by a tight rein."

While Lee had other mounts during the war, Traveller was his favorite, a love evident in his letter to artist Markie Williams. "If I was an artist like you," wrote Lee, "I would draw a true picture of Traveller; representing his fine proportions, muscular figure, deep chest, short back, strong haunches, flat legs, small head, broad forehead, delicate ears, quick eye, small feet, and black mane and tail. Such a picture would inspire a poet, whose genius could then depict his worth, and describe his endurance of toil, hunger, thirst, heat and cold; and the dangers and suffering through which he has passed... But I am no artist, Markie, and can therefore only say he is a Confederate grey."

After the war, Johnston returned to the family farm near Lewisburg and, from 1877-1881, served as Greenbrier County sheriff. After his death in 1917, his war service was remembered with the establishment of Camp Dick Johnston by the Sons of Confederate Veterans.

As to the Johnston love for horseflesh, a letter found at the Greenbrier Historical Society may provide a genetic clue. Written in 1938 by a Johnston descendant, it told of how in the 1770s, Andrew and William Johnson, perhaps Dick Johnston's grandfather and great-uncle, were "expelled from the Old Quaker Meeting House" in Lynchburg. The reason? You guessed it - horse racing.

Questions or comments? Contact suzannahsmithmiles@hotmail.com.

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"Traveller," of Greenbrier...

A Gallant and Courageous Comrade to His General

For the purpose of establishing the facts and the history surrounding the origin of the most famous of all war horses, "Traveller," and to pass on to the future through this Greenbrier County 160th Anniversary edition of The News, positive records are reproduced in this connection. Without exception, those who have attempted to glorify this gallant animal have permitted misstatements and color to distort facts.

The portrait accompanying this article was taken after the Civil War at Lexington, Va., and an enlargement is now the valuable possession of Mr. and Mrs. Wm. J. McLaughlin, of Lewisburg. Mrs. Laughlin is a niece of Capt. J. W. Johnston and a granddaughter of Andrew D. Johnston.

History of "Traveller" By His Owner Capt. J. W. ("Dick") Johnston

No attempt will be made here to take excerpts from a statement given by Capt. Johnston, but it is given as follows in his own words:

"Traveller," Gen. R. E. Lee's celebrated War Horse, was raised by Andrew D. Johnston, near the Blue Sulphur Springs, Greenbrier Co., W. Va.

"Let his son, J. W. Johnston have him in the year that he was three years old, after having taken First Premium at the Greenbrier Co. Fair—both as a suckling colt and again as a yearling or two-year-old, I don't remember which. His Grand Sire was Old Imported Arab; his dam Flora, a good mare—pedigree not known.

"As a four-year-old, Gen. Lee first saw him on Big Sewell Mt. and admired him at once. Asking if he could be bought, I, J. W. J. promised him that I would see that he got him if he wanted him. I had promised Capt. Broune to let him have him as soon as I had to return to my Company (I was then on detail duty that required the use of a horse—I belonged to the Infantry). In the winter of 1861 we were ordered to South Carolina to report to Gen. Lee (he having left Sewell). We took the horse and turned him over to the General in S. C. Capt. B. proposed presenting him to Gen. Lee but would not accept him, but paid $200.

"'Traveller' was a stylish, big-headed fellow, that always attracted attention. He had a rapid, springy walk, high spirit, bold carriage and muscular strength. He needed neither whip nor spur, and would walk 5 or 6 miles an hour over rough mountain roads with his rider holding him in check by a tight rein. Moved with vim and eagerness as soon as mounted; was about 16 hands high; weight about 1,100-lb.; was quiet, good disposition; loved to be petted, and was just as intelligent as possible for a dumb brute to be; was a Confederate Grey; deep chest, short back, strong haunches, flat legs, small head, broad forehead, delicate ears, quick eye, black mane and tail.

"There was no end to his endurance of toil, hunger, thirst, heat, cold, and all the suffering through which he passed."

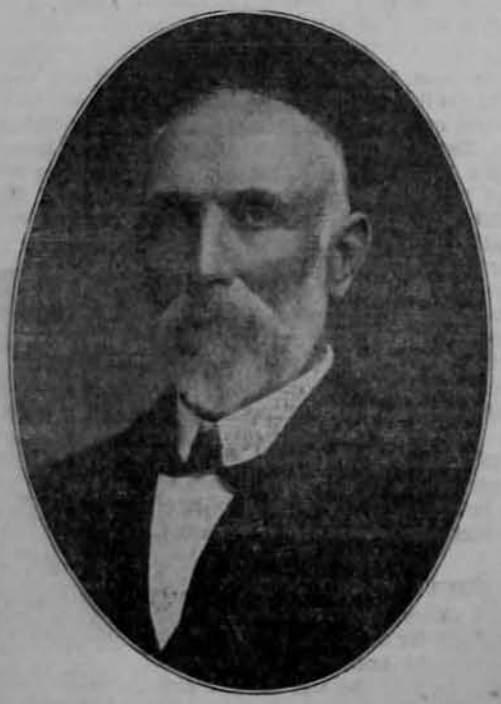
—J. W. JOHNSTON.

With the permission of Mrs. McLaughlin, we reproduce a letter from Joseph M. Broun, of Charleston. This letter from Mr. Broun acknowledges receipt of the statement above made by Capt. Johnston.:

Charleston, W. Va.
December 6, 1895.

Capt. James W. Johnston,
Lewisburg, W. Va.

My dear friend:



CAPT. JAMES W. JOHNSTON

Captain James W. Johnston, familiarly known as "Capt. Dick Johnston" was the owner of "Jeff," later to be re-named "Traveller" and become the most famous war horse in history. Capt. Johnston was a member of Co. B, 60th Virginia Infantry. He was a son of Andrew D. Johnston.

Gen. Lee's Order to Officers and Men In Possession of Resident of Lewisburg

General Orders No. 9.

After four years of arduous service, marked by unsurpassed courage and fortitude, the army of Northern Virginia has been compelled to yield to overwhelming numbers and resources.

I need not tell the survivors of so many hard-fought battles, who have remained steadfast to the last, that I have consented to this result from no distrust of them; but feeling that valor and devotion could accomplish nothing that would compensate for the loss that must have attended a continuance of the contest, I determined to avoid the useless sacrifice of those whose past services have endeared them to their countrymen.

By the terms of the agreement, Officers and men can return to their homes and remain to be exchanged. You will take with you the satisfaction that proceeds from the consciousness of duty faithfully performed, and I earnestly pray that a merciful God will extend to you his Blessing and protection.

With an increasing admiration of your constancy and devotion to your country and a grateful remembrance of your kind and generous consideration of myself, I bid you all an Affectionate Farewell.

R. E. Lee
General.

LEE ORDER A VALUABLE RELIC

In April, 1865, the events surrounding the surrender of the Army of Northern Virginia, caused General Lee to issue "General Order No. 9" to his officers and men. This order, though faded and brittle from age is in possession of Miss Pat Mathews of Lewisburg.

The order was given to Col. Rob't Trigg by General Lee, who with other officers were assembled in a group with the General. Many years ago Mrs. Trigg gave Miss Mathews her scrap book and among the interesting data contained was this order. Mrs. Trigg, who was Miss Emma Gardner of Christiansburg, Va., was a sister of Miss Mathews' mother.

Of the multitude of interesting papers, memoranda, photographs, etc., unearthed in connection with Greenbrier's 160th Anniversary, this order is

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Santa Visits GFWCWV Rupert Woman's Club

Confederacy with valor, as did his two brothers, John and Andrew. Yet perhaps the most famous accomplishment

Thus, Greenbrier was sold for $200 Confederate money to General

Questions or comments? Contact suzannahsmithmiles@hotmail.com.

Courtesy Cummins Studio, White Sulphur Springs

General Robert E. Lee on Traveller. Traveller, born in West Virginia, carried General Lee all through the Civil War.

attack upon General Reynolds from the direction of Rich Mountain. After this plan had failed, Lee gave up the attack and went to the aid of Floyd and Wise in the Kanawha Valley. Except for the approaching winter and the guerrilla attacks of Confederate bands, the way was opened for the advance of Union forces into the Greenbrier Valley.

On September 21, just eleven days after the Battle at Carnifex Ferry and nine days after the Battle of Cheat Mountain, General Lee rode into General Floyd's camp at Meadow Bluff. By uniting Floyd's and Wise's commands, Lee hoped to reconcile their differences and to bring order and victory out of defeat. During the next two weeks the opposing armies sparred for advantage about Big Sewell Mountain. As there was little to be gained by an engage-

ment, Rosecrans retired, perhaps to the entire satisfaction of Lee. On October 20 Lee gave up further offensive movements and ordered General Loring to withdraw the Confederate forces toward Lewisburg. Thus Trans-Allegheny Virginia was won for the Union.

No summary of General Lee's military activities in northwest Virginia would be complete without mention of Traveller, his famous war horse. Traveller was bred and raised near Blue Sulphur Springs, Greenbrier County, by Andrew Johnston, who gave him to his son, Captain James W. Johnston. The Captain sold him to Thomas L. Broun who, in turn, sold him to General Lee for $200. A likeness of this famous horse appears in the equestrian statue of Lee, on Monument Avenue, Richmond, Virginia. Traveller's skeleton is preserved in the Washington and Lee Museum, Lexington, Virginia.

Military status at the end of 1861. In other engagements in northwest Virginia in 1861, the Confederates were more successful. Under command of General H. R. Jackson, in the Battle of Greenbrier River, October 3, they turned back a threatened invasion from the north. In the Battle of Allegheny Mountain on December 13, the Confederates were even more successful. Thus the attempt of Union forces to open a way to Staunton and the Virginia Central Railroad failed for a time, but Trans-Allegheny Virginia remained in their control.

Meanwhile a number of men who were later to become famous were making their first appearance as soldiers in West Virginia. Outstanding among these was William McKinley, an eighteen-year-old private who saw his first fighting at Carnifex Ferry. Rutherford B. Hayes was already an officer. Hayes rose to a high command, and both he and McKinley became governors of Ohio and presidents of the United States. General Jacob D. Cox had

From the history by Charles Henry Ambler In 1937.

2-6-2003

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Stories differ, but most agree that General Lee had twice seen and offered to buy the horse before circumstances put the two together again a year later in coastal South Carolina where Broun's regiment, the Third Virginia, had been sent as reinforcements. When Lee again expressed interest in owning the horse, Broun offered him as a gift. Lee would not hear of accepting such a fine steed without paying.

Thus, Greenbrier was sold for $200 Confederate money to General Lee and given his third name, "Traveller." The rest, as they say, is history.

"Traveller was a stylish, big-headed fellow, that always attracted attention," wrote Dick Johnston in 1895. "He had a rapid, springy walk, high spirit, bold carriage and muscular strength. He needed neither whip nor spur, and would walk 5 or 6 miles an hour over rough mountain roads with his rider holding him in check by a tight rein."

While Lee had other mounts during the war, Traveller was his favorite, a love evident in his letter to artist Markie Williams. "If I was an artist like you," wrote Lee, "I would draw a true picture of Traveller; representing his fine proportions, muscular figure, deep chest, short back, strong haunches, flat legs, small head, broad forehead, delicate ears, quick eye, small feet, and black mane and tail. Such a picture would inspire a poet, whose genius could then depict his worth, and describe his endurance of toil, hunger, thirst, heat and cold; and the dangers and suffering through which he has passed... But I am no artist, Markie, and can therefore only say he is a Confederate grey."

After the war, Johnston returned to the family farm near Lewisburg and, from 1877-1881, served as Greenbrier County sheriff. After his death in 1917, his war service was remembered with the establishment of Camp Dick Johnston by the Sons of Confederate Veterans.

As to the Johnston love for horseflesh, a letter found at the Greenbrier Historical Society may provide a genetic clue. Written in 1938 by a Johnston descendant, it told of how in the 1770s, Andrew and William Johnson, perhaps Dick Johnston's grandfather and great-uncle, were "expelled from the Old Quaker Meeting House" in Lynchburg. The reason? You guessed it - horse racing.

Questions or comments? Contact suzannahsmithmiles@hotmail.com.

RAYMOND W. MACE: ENCYCLOPEDIA GUEST EDITOR

General Lee And His Horse Traveller

By M. Lacy Johnston in the Pocahontas Times, April 16, 1914

IN THE SUMmer of 1857, a few miles west of the historic town of Lewisburg, in one of the most lovely parts of Greenbrier, there grazed in the pasture of Andrew Johnston a Gray Eagle mare. One morning the old gentleman walked out the pasture, and there stood, by the mare's side, kissing the early dew, a beautiful colt. Mr. Johnston felt very proud to know that he was the owner of so beautiful a colt, but little did he realize that this colt was to become one of the famous horses of history. The colt was called Jeff Davis, after the then Secretary of War of the United States.

The colt grew and developed, and was greatly admired by the passer-by. And as the time went by, the great war between the States was fast developing, and the strong back of the Gray Eagle colt would be needed to carry the great Southern chieftain thro' the weary years of conflict.

In the summer of 1859 Jeff Davis was taken to the old Greenbrier Agricultural Fair, at Lewisburg, of which C. L. Peyton was secretary, and was entered with many more colts of his class for the Blue Ribbon. There were many colts of fine points, but the judges, fanning themselves in the summer sun, would repeatedly return to Jeff Davis, comparing, discussing examining all the colts. But when they were all led away, it was Jeff Davis that was left. Perhaps it was he who held his head the highest and lifted his feet the proudest for from his bridle fluttered the honor that most likely a horse would covet, two streamers of blue ribbon. This was the colt's first distinction, and was awarded by two as competent judges as ever cut the silk — Joe Beard and Grattan Miller, of Pocahontas.

The following summer when the country vehicles sent a fog of dust along the roads going to the Lewisburg fair, the gray colt, with many others, was turned toward the fair grounds. After the lazy hubbub of the show was over, once more Jeff Davis was led home with the first honor ribbon floating from his bridle.

By the time another year had come around the county fairs seemed little things compared to the big national events, for rumors of war stirred the country. Stable boys and farm hands, master and guest talked of little else.

General Lee (white beard) on Traveller confers with Stonewall Jackson on Little Sorrell. This picture is a reproduction from 15 x 22 inch lithograph found some years ago in a second hand store in Virginia by the editor of this paper and purchased for inclusion in the encyclopedia.

Soon Jeff Davis was to leave his pleasant pasture field for scenes more stirring than the Lewisburg Fair. Instead of parties on pleasure or business bent, the colt could have seen from the meadow bars troops of soldiers riding past, or an occasional messenger in military garb galloping on in haste.

A little later Andrew Johnston mounts the gray colt, bids goodbye to his son, now Capt. Dick Johnston, of Lewisburg, and goes to enlist in the 14th Virginia Cavalry. Jeff Davis' head was high and his step light as he sniffed the air in his eagerness to travel on.

When the colt was tied up, he was in the midst of a camp of soldiers, where he was admired by all who saw him. General Lee first saw him at Big Sewell Mountain, ridden by Capt. Johnston, and expressed a desire to own him. At Big Sewell Captain Johnston sold him to Major Brue, of the 3rd Infantry, Wise Legion, for $200 in gold. The groups of soldiers that continually gathered around the horse, admiring his fine points and inquiring from whence he had come, soon changed his name to Greenbrier, after his home county.

When General Lee came into camp and found that Major Brue had bought the colt, he said, "Major, I shall need that horse before the war is over." After that they met often and the General always had a kind word for the colt Greenbrier, which he called "the proud stepping gray."

Soon General Lee left camp to take up command in South Carolina. Several months later the 3rd Regiment was also ordered to that State. But Major Brue was ill with fever and remained in Virginia. The next time General Lee saw Greenbrier he was ridden by the quartermaster, a brother of Major Brue, near Pocotaligo, S. C. General Lee had the use of Greenbrier for a week, and then the Major offered him to General Lee as a gift. The General re-fused to accept the gift, but consented to accept the horse at a price. Only a man in the highest station or higher distinction could come to a horse?

Traveller's endurance was tried and his fidelity proven in the stern reality of war, so cruel and so exacting. He never wavered from fear nor stumbled from fatigue, where the army went, it was Traveller who carried General Lee. What they went through only those know who actually followed. When the Blue Lines met the Gray and one or the other would be pitifully broken; how often the broken lines with superhuman courage would reform and rally around the blood-stained banners.

There were days and nights that the saddle was not off of Traveller's back. He was not now in the pleasant pasture fields nor on the old fair grounds; but the battlefields of Manassas, Sharpsburg, Fredericksburg; at Chancellorsville where Jackson left "Old Sorrel"; crossed the Rappahannock, and to the field at Gettysburg with its 50,000 dead. Through it all the General would find time to pet and speak kindly to the horse that carried him so well.

No longer the General rode in front of even and untouched ranks lined in proud review. The ranks had been thinned and broken by the ravages of war and disease. Often it was the wounded who remembered and lifted their heads or attempted a cheer as Traveller passed bearing their beloved leader. Wherever he went a shout went up. When the soldiers heard wild cheering and though the smoke of battle hid them, their faces would light up for they knew that there was Marse Robert on old Traveller, and they would fight with renewed courage.

Many of those left on the battlefields, wounded and dying, were from old Greenbrier County. My own father was one of them, shot through the body with a minnie ball on the field at Winchester. Providentially, he is still alive and he gave me notes for this article.

The campaign of '64 brought greater hardship and called forth ever more desperate courage, for the fortunes of war were changed. Beginning at Orange, fast followed the Wilderness, Spotsylvania, Cold Harbor and Petersburg. The cause was already the Lost Cause, yet for another winter the desperate fighting went on. Along the lines of defense from Chicahominy, north of Richmond, to Hatcher Run, south of Appomattox, Traveller was to be seen. Heavy odds were closing in. The war was nearing its end. The stricken South could hold her own but little longer. One day the last stand was taken and the last struggle made, and Lee saw that defense was no longer possible. The story of the surrender at Ap-

Yesterday And Today— 5/6/71

'Traveller' Reburied By Lee's Crypt

By SHIRLEY DONNELLY

When Gen. Robert E. Lee's famous Civil War mount died in 1872, they buried him on the campus of Washington and Lee University at Lexington, Va.

In 1907, his remains were dug up and placed on display at the college for many years. Now they have buried old "Traveller" some more. On May 1 of this year, his bones were reburied adjacent to the Lee Chapel by the family crypt, where lies the remains of the celebrated Confederate chieftian.

LISTEN, MY children, and you shall hear of the steed Lee rode in the War Between the States.

The first horse Lee had was a bay stallion named Richmond. That mount was given to Lee when the general was in Richmond to inspect fortifications around the Confederate capital city.

Lee did not like this horse because "Richmond" carried on so around strange horses. One of the horse's faults was that he would squeal at the sight of other horses.

Lee had "Richmond" in Fayette County (W). Va., in 1861, along with a second horse he had and called "The Roan" or "Brown Roan."

ATOP BIG SEWELL Mountain, Lee spotted a fine four-year-old gray horse which a young soldier, J. W. Johnston, was riding. A lover of horse flesh, Lee was captivated at the sight of the choice beast.

He was told that the horse had been raised by Andrew Johnston near Blue Sulphur Springs in Greenbrier County.

At that time, the horse bore the name of "Jeff Davis," and had carried off blue ribbon awards at the Greenbrier County Fair.

Johnston had promised to sell "Jeff Davis" to Capt. Joseph M. Broun, who wanted the horse for his brother, Maj. Thomas L. Broun. However, Johnston offered to get the horse for Lee if the general wanted him.

THE HORSE WAS turned over to Major Broun and he and his brother, Captain Broun, used him in the Big Sewell campaign. There Lee saw the horse often and would speak of him as "my colt," adding that he would need him later in the war, but when Lee returned to the capital he took "Richmond" and "The Roan" with him.

When Lee went to South Carolina on an inspection trip, he took "The Roan." Soon after arrival in South Carolina, Major Thos. L. Broun also arrived, mounted on the gray Lee liked.

Lee did not call the horse "Jeff Davis" but "Greenbrier" instead. When Lee mentioned to the major his desire to buy the horse, Major Broun offered to give Lee the horse. Lee declined the gift, but said he would buy the horse. After some time, Lee bought the horse for $200. Broun had paid $175 in gold for the horse.

GENERAL LEE named his new mount "Traveller." He had a fast, springy walk but liked a short, high trot better. Such a gait was hard on many riders but Lee found riding "Traveller" a comfort and pleasure. He never required whip or spur.

Lee used "Traveller" the rest of the war and rode him to Appomattox. When Lee took over the presidency of Washington College, he took "Traveller" with him. There at Lexington, "Traveller" died of lockjaw in 1872, two years after the demise of his famous master.

"Traveller" shared the fame of the general, whom he carried to the collapse of the Confederacy and beyond.

After the bones of "Traveller" were exhumed in 1907 and fashioned into a skeleton, there arose a legend. Freshman at Washington and Lee University followed the superstition that if they wrote their names on the bones of the skeleton, they would not flunk a course!

Yesterday And Today—

Broun Known For Owning 'Traveller'

By SHIRLEY DONNELLY

Yesterday's column about "Traveller," the famous war horse of Gen. Robert E. Lee, mentioned that the horse was once the property of Maj. Thomas Lee Broun, a field officer in the Confederate army.

When I was a youth in Charleston, Major Broun was a legendary figure on the streets of the capital city. He was then a venerable gentleman who was an attorney.

Because of his connection with Lee, the great Confederate chieftain, Broun was looked upon somewhat with awe.

MAJOR BROUN was born in Loudoun Co., Va., Dec. 26, 1823. He was a graduate of the University of Virginia and studied law under Geo. W. Summers in Charleston in 1851 and 1952.

In the latter year, he was admitted to the Kanawha bar and practiced there and in Boone County.

At Charleston, he formed a law partnership with Geo. S. Patton, grandfather of Gen. Geo. S. Patton of World War II fame.

In 1857, he was appointed attorney for the Coal River Navigation Company and was elected its president to succeed Gen. W. S. Rosecranz, who later was to lead the Union army in the battle of Carnifex Ferry on Sept. 10, 1861.

WHEN CIVIL WAR broke out, Broun enlisted in the Confederate army as a private in the Kanawha Riflemen. He served in that company, which was raised at Charleston and commanded by Capt. Geo. S. Patton, later Colonel Patton, who fell in the battle of Winchester.

In 1862, Broun was transferred to the Third Infantry Regiment in Wise's Legion, where he rose to rank of major.

In the battle of Cloyd's Mountain in Pulaski County, Broun was badly wounded on May 9, 1863. Gen. Albert Gallaten Jenkins was mortally wounded in the same battle.

IT WAS FROM Major Broun that General Lee got "Traveller" although the horse was raised at Charleston and near Blue Sulphur Springs in Greenbrier County.

After Major Broun let Lee have the steed, the general changed the horse's name from "Jeff Davis" to "Traveller." Throughout the rest of the Civil War, Lee used "Traveller" as his mount.

After the end of the Civil War, Major Broun returned to Charleston but he was not permitted to practice law because of the test oath that disbarred all lawyers who had served in the Confederate army.

Because of this, Major Broun moved to New York, where he lived four years and practiced law until the test oath was dropped in West Virginia. Then Broun returned to Charleston and hung out his shingle.

WHEN I FIRST saw the former Confederate field officer, Broun had his law office at 237½ Kanawha Street, now Kanawha Boulevard, and the firm was known as Broun and Broun, the latter member being Fontaine Broun.

Home of the two attorneys was at 383 Virginia Street. As I recall it, Fontaine Broun was not married at that time and boarded with his law partner.

Major Broun married Mary Morris Fontaine, daughter of Col. Edmund Fontaine, the first president of the C&O Railroad, and became a member of the landed gentry in this state.

AS A LAWYER, he specialized in the land law of West Virginia, which was a field almost to itself.

Major Broun owned a lot of land and therefore was a well-to-do citizen.

But it wasn't as a lawyer or a rich man that Charleston people pointed him out to their friends but as the Confederate army officer who let General Lee have the historic war horse who followed his famous master to the tomb at Lexington, Va.

5-7-71 **by Brickman**

Greenbrier County's Horse

As the result of research done by Mrs. Charles Crawford in behalf of the Alderson Bicentennial Commission, Joyce Housby, our Alderson correspondent, has written another article on the heritage of the once famous community of Blue Sulphur Springs. This article is about Greenbrier County's most famous horse, Traveller, whose home was located there.

This big, Confederate grey stallion has been said to be West Virginia's most famous horse and one of the most famous animals in the world due to the love of his master, Civil War hero, General Robert E. Lee.

The colt was born on a farm in sight of the Blue Sulphur Spring that is now owned by Lewis A. (Bud) Fleshman, Jr. The farm and colt were then owned by Andrew Johnson, and when the colt, then named Jeff Davis, was three years old and having taken First Premium at the Greenbrier County Fair--both as a suckling colt and again as a yearling--Johnston let his son, Captain James W. Johnston, have him.

Gen. Lee first saw this horse when the horse was four years old being ridden by Johnston during the Confederate campaigns on Sewell Mountain. It was love at first sight for Lee and he asked Johnston if he could be bought. Johnston had already promised "Jeff" to Capt. Joseph M. Broun as soon as he returned to his Company (he was then on detail duty that required the use of a horse).

After the operations in Western Virginia slacked off, Lee moved on to South Carolina. After a few months, Broun and the horse also arrived there.

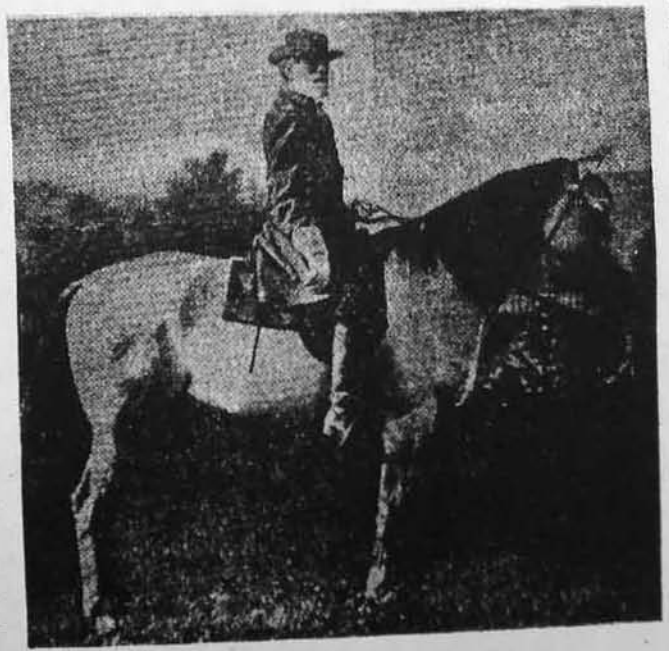
The general and the stallion were united and desiring to own the horse, General Lee asked Broun to sell it. Capt. Broun offered to give him as a gift to Gen. Lee but Lee would not accept. Capt. Broun had bought the horse for his brother, Major Thomas L. Broun.

After Lee saying that he was far too valuable for them to give away, Maj. Broun decided to sell the horse for $175, the amount it had cost him. Lee agreed and added an extra $25 as compensation for the depreciation in Confederate currency. Lee rode Traveller for the remainder of the war and took him to Washington University. Lee was named president of the University after the war.

After the war it is reported an artist proposed to draw a picture of Traveller. Lee wrote him this description:

"If I were an artist like you, I would draw a picture of Traveller; representing his fine proportions, muscular figure, deep chest, short back, strong haunches, flat legs, small head, broad forehead, delicate ears, quick eye, small feet and black mane and tail. Such a picture would inspire a poet whose genius could then depict his worth and describe his endurance of toil, hunger, thirst, heat and cold and the danger and suffering through which he passed. He could dilate upon his sagacity and affection, and his invariable response to every wish of his rider... But I am no artist and can therefore only say he is a Confederate Grey.."

Traveller died at the approximate age of 12 years, a short time after the passing of his master, much to the distress of the Lee household. This great war horse was buried on the grounds of Washington and Lee University and his bones disinterred in 1907. They were placed in the museum of W&L where the mounted skeleton now stands.



Gen. Robert E. Lee on Traveller

Head Start Elects Officers

The Advisory Council of Head Start elected new officers at a meeting May 20 in the board of education conference room. Mrs. Marie Roberts was elected president, Mrs. Ruth Spino, vice president and Mrs. E.D. Knight, secretary.

C.N. Snedegar, Director of the Summer Program, discussed plans for the summer program. He also announced that the supplemental application had been mailed to HEW.

Recommendation of teachers, teachers' aides and social aides were made to council and approved for the 1975 head start program.

Snedegar presented the new form for proxy voting, in case of absence, to be sent to each council member prior to each meeting. Snedegar also announced that an audit of the 1974 program is underway.

HISTORY OF TRAVELER

Following is a history of "Traveler," Gen. Robert E. Lee's famous war horse, as written by Capt. J. W. ("Dick") Johnston some years before his death:

"Traveler was raised by Andrew D. Johnston near Blue Sulphur Springs, Greenbrier County, West Virginia. Let his son, J. W. Johnston, have him in the year that he was three years old. After having taken first premium at the Greenbrier County Fair, both as a suckling colt and again as a yearling or two years old, I don't remember which. His grand sire was an old imported Arab. His dam, Flora, a good mare; pedigree not known. As a four year old Gen. Lee first saw him on Big Sewell Mountain, and admired him at once. Asking if he could be bought, I, J. W. Johnston, promised him that I would see that he got him if he wanted him. I had promised Capt. Jos. Broun to let him have him as soon as I had to return to my Company (I was then on detail duty that required the use of a horse - I belonged to the infantry). In the winter of 1861 we were ordered to South Carolina to report to Gen Lee (he having left us on Sewell). We took the horse and turned him over to Gen. Lee in South Carolina. Capt. Broun proposed presenting him to Gen Lee, but he would not accept him, but paid $200.00.

"Traveler was a straight, high headed fellow that always attracted attention. He had a rapid, springy walk, high spirits, bold carriage and muscular strength. He needed neither whip nor spur, and would walk five or six miles an hour over rough mountain roads, with his rider holding him in check by a tight rein. Moved with vim and eagerness soon as mounted. Was about 16 hands high, weighed about 1,100 pounds; quite good disposition, and loved to be petted, and was just as intelligent as possible for a dumb brute to be. Was a Confederate grey, deep chested, short back, strong haunches, flat legs, small head, broad forehead, delicate ears, quick eye and black mane and tail. There was no end to his endurance of toil, hunger, thirst, heat and cold, and all the suffering through which he passed."

Note: He died in a feather bed & his skeleton is in a Museum at Lexington, Va.

May 22, 1980. Elizabeth Keeney Meece

I copied from Grandmother Paulina Alice Mahan Fleshman's scrapbook —

"Charleston, W. Va. Aug. 6th, 1890

"Editor of Greenbrier Independent:

"As "Traveller" was of Greenbrier stock, and there is great interest felt in everything connected with the life of General Lee, I would be glad to have you insert in your paper the following article, which I contributed to the Richmond Dispatch some four years ago.

Yours truly,

Thos. L. Broun"

"He was raised by Mr. Andrew D. Johnston, near the Blue Sulphur Springs, in Greenbrier County, Va. (now West Virginia); was of the "Gray Eagle" stock, and, as a colt, took the first premium under the name of "Jeff Davis" at the Lewisburg fairs for each of the years 1859 and 1860. He was four years old in the spring of 1861.

"When the "Wise Legion" was encamped on Sewell mountain, opposing the advance of the Federal army under General Rosecrans, in the fall of 1861, I was Major to the Third Regiment of Infantry in that Legion, and my brother, Captain Joseph N. Broun, was Quartermaster to the same regiment. I authorized my brother to purchase a good serviceable horse of the best Greenbrier stock for our use during the war. After much inquiry and search he came across the horse above mentioned, and I purchased him for $175 (gold value) in the fall of 1861 of Captain James W. Johnston, son of the Mr. A. D. Johnston first above mentioned. When the Wise Legion was encamped about Meadow Bluff and Big Sewell mountains, I rode this horse, which was then greatly admired in camp for his rapid, springy walk, his high spirit, bold carriage and muscular strength. He needed neither whip nor spur, and would walk his five or six miles an hour over the rough mountain roads of West Virginia, with his rider fitting firmly in the saddle and holding him in check by a tight rein, such vim and eagerness did he manifest go right ahead as soon as he was mounted.

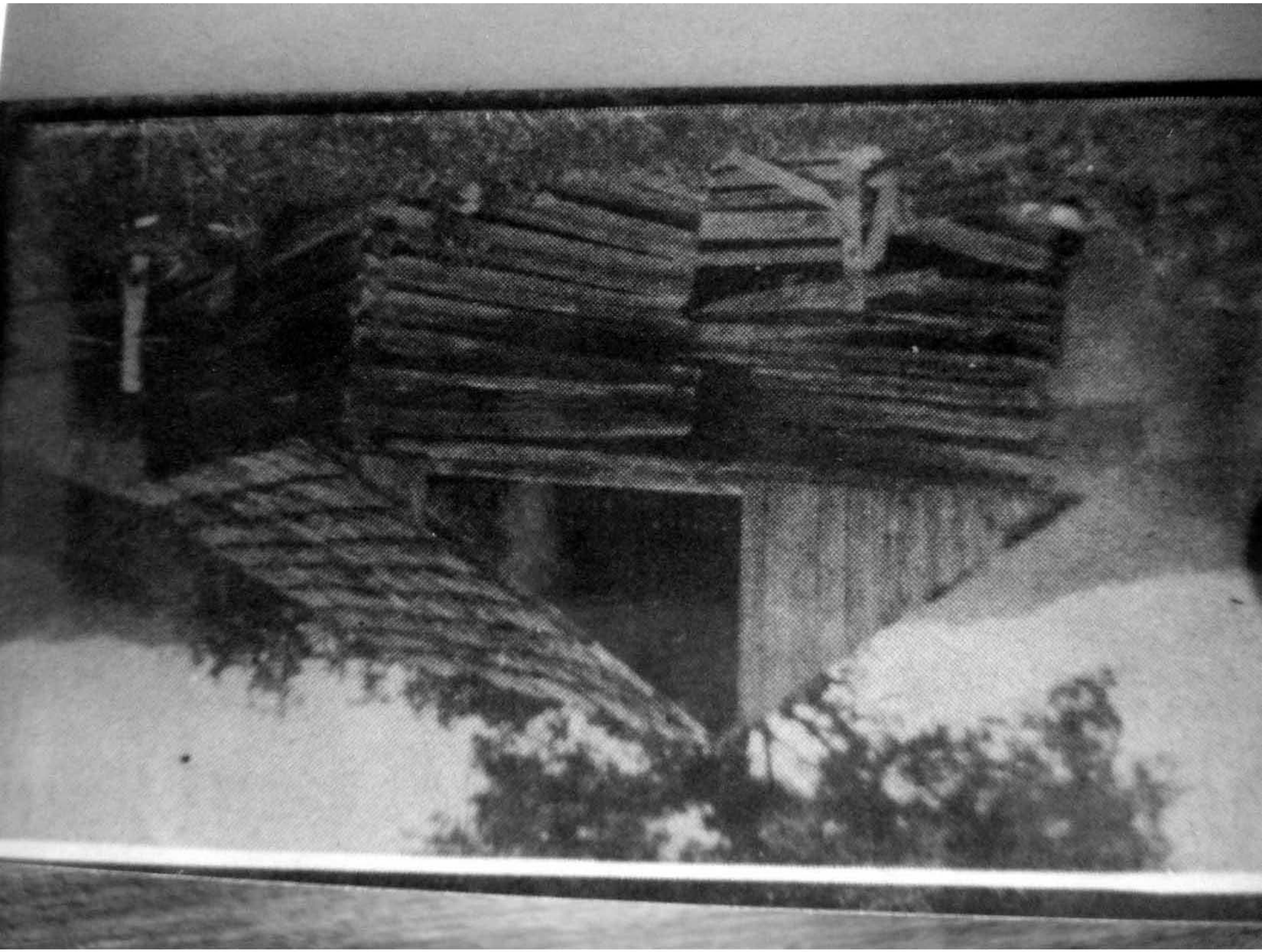
"When Gen. Lee took command of the Wise Legion and Floyd brigade that were encamped at and near Big Sewell Mountains in the fall of 1861 he first saw this horse, and took a great fancy to it. He called it his colt, and said he would need it before the war was over. Whenever the General saw my brother on this horse he had something pleasant to say to him about "my colt", as he designated this horse.

"As the winter approached, the climate in the West Virginia mountains caused Rosecrans' army to abandon its position on Big Sewll and retreat westward. General Lee was thereupon ordered to South Carolina. The Third Regiment of the Wise Legion was subsequently detached from the army in Western Virginia and ordered to the South Carolina coast, where it was known as the Sixtieth Virginia Regiment, under Colonel Starks.

"Upon seeing my brother on this horse, near Pocotaligo, in South Carolina, General Lee at once recognized the horse, and again inquired of him pleasantly about his colt. My brother then offered him the horse as a gift, which the General promptly declined, and at the same time remarked: "If you will willingly sell me the horse I will gladly-------week or so to lear it quali------" (This is at the bottom of the page and it is torn off.)----"upon my brother had the horse sent to General Lee's stable. In about a month the horse was returned to my brother, with a note from Gen. Lee stating that the animal suited him, but that he could not longer use so valuable a horse in such times, unless it were his own; that if he (my brother) would not sell, please to keep the horse, with many thanks. This was in February, 1862. At that time I was in Virginia on the sick list from a long and severe attack of camp-fever, contacted in the campaign on Big Sewell mountains. My brother wrote me of Gen. Lee's desire to have the horse, and asked me what he should do. I replied at once: "If he will not accept it, then sell it to him at what it cost me." He then sold the horse to General Lee for $200 in currency, the sum of $25 having been added by General Lee to the price I gave for the horse in September, 1861, to make up for the depreciation in our currency from September, 1861, to February, 1862.

"In 1868 General Lee wrote to my brother stating that this horse had survived the war - was known as "Traveller" (spelling the word with a double "l" in good English style), and asking for its pedigree, which was obtained, as above mentioned, and sent by my brother to General Lee."

(The memory of Traveller is now perpetuated in enduring bronze at Richmond, Virginia.)



By J. W. Benjamin

In Lexington, one can still see the home or Traveler, Gen. Robert E. Lee's famous war horse. As a garage, the old building may contain more mechanical horsepower than it did in the 60's; nothing kept there since has equaled Traveler in heart-power.

The horse was born and raised in Greenbrier County, W. Va. In the early 1900's an account of Traveler's early life and his death was written for the Lewisburg Chapter, United Daughters of the Confederacy, by (then) Miss Polly Johnston, a niece of Traveler's first owner. I count myself fortunate to have obtained it, and feel it is indeed well worth preserving.

Traveler (she wrote), Gen. R. E. Lee's celebrated war horse, was raised by Andrew D. Johnston near the Blue Sulphur Springs, Greenbrier County, (W. Va.)

He let his son J. W. Johnston have him when the horse was a three-year-old and had taken first premium at the Greenbrier County Fair—both as a sucking colt and again as a yearling or two-year-old. I don't remember which. His grandshire was an imported Arab, his dame, Flora, a good mare—pedigree not known.

Gen. Lee first saw Traveler as a four-year-old on Big Sewell Mountain and admired him at once, and asked if he could be bought. (The writer here switches to the first person.) I (J. W. Johnston) promised him that I would see that he got him. I had promised Capt. Jas Brown to let him have the horse as soon as I had to return to my company (I was on detail duty that required the use of a horse—I belonged in the infantry).

In the winter of 1861 we were ordered to South Carolina to report to Gen. Lee (he having left us at Sewell). We took the horse and turned him over to Gen. Lee in South Carolina.

Capt. Brown proposed presenting him to Gen. Lee, but the general would not accept him and so paid $200 for him.

Traveler was a Confederate gray with black mane and tail and was a stylish high-headed fellow that always attracted attention. He was about 16 hands high and weighed 1,100 pounds, had a deep chest, short back, flat legs, small head, round forehead, delicate ear and a quick eye.

(Turn To Page 4)

He had a rapid springy walk, high spirited, bold and courageous, needed neither whip nor spur, and would walk five or six miles an hour over mountain roads with his rider holding him in check with a light reign.

He moved with vim and eagerness as soon as mounted. He had a quiet, good disposition, loved to be petted and was just as intelligent as possible for a dumb brute to be. There was no limit to his endurance of toil, hunger, heat and cold and all the sufferings through which he passed.

Miss Mary Lee, in speaking of Traveler's death which occurred in June 1871, says: "There is not much to tell, though it was pathetic that a horse that had borne the brunt of the whole Civil War had endured so much and had run so many risks, when he might have looked forward to a peaceful and honored old age, should have to be taken off by lockjaw. He did not long survive his master.

"It was in June following his master's death that the end came. Traveler seemed to be lame and a very small nail was extracted and the wound was so slight it did not even bleed. In the course of a few days the hostler reported him unwell. The two doctors who had attended my father in his last illness devoted themselves to the sufferings of his famous war horse.

"Everything that skill and devotion could do was done. He was chloroformed and liquid nourishment forced down his throat; and when he could no longer stand upright, a feather bed was laid on his stable floor to give him all the relief possible.

"Our little town, indeed the whole neighborhood, was intensely sympathetic and came to offer suggestions and condolences.

"The efforts to relieve him only prolonged his suffering. Poor Traveler's cries and groans were heart-rending in the extreme and could be plainly heard in the house.

"I don't think any of us were able to sleep the last night and it was a relief when all was over.

"When I went to look at him after death, from being a powerful well-grown horse Traveler seemed to have dwindled away to the size of a colt.

"I am sure we almost felt like we had lost a member of the family."

HILLBILLY'S OWN CIVIL WAR ROUND TABLE SESSION

Yesterday And Today— 5-11-71

Bones Of Lee's Horse Buried Again

By SHIRLEY DONNELLY

Today's column was written May 8, anniversary of V-E Day in Europe, and on the day officials of Washington and Lee University are burying the bones of "Traveller," war horse of Gen. Robert E. Lee, for the last time.

As stated in previuos columns about "Traveller," the horse died from lockjaw in 1872, two years after the death of his famous master.

His bones were subsequently exhumed and skeletonized for the museum at W & L University. Of late the bones had become so deteriorated that it was decided to return them to the dust from whence they came. This was accomplished Saturday, May 8, 1971.

ALONG WITH sentiment for General Lee, there has sprung up through the years efforts to assemble the remains of General Lee's family and bury them at Lexington.

In 1913, the remains of "Light Horse Harry" Lee, father of Robert E. Lee, were brought to rest near the dust of his Confederate chieftain son. R. E. Lee was the son of "Light Horse Harry" Lee by his second marriage.

It was "Light Horse Harry" Lee who authored the famed praise of George Washington as being "First in war, first in peace and first in the hearts of his countrymen."

General Lee's father died on Cumberland Island, which is just of the coast of Georgia, in 1818. He died at the home of a daughter of Gen. Nathanael Greene of Revolutionary War fame.

There on Cumberland Island he was buried. General Robert E. Lee visited his father's grave in a sadly neglected burial ground on Cumberland Island in 1862, I think it was.

By the way, Cumberland Island was purchased by Andrew Carnegie. In recent years the island has been taken over by the National Park Foundation.

ROBERT E. LEE was the father of seven children. His daughter, Miss Annie Carter Lee, died in Vicksboro, N. C., at the age of 23. Typhoid fever claimed her life in 1862 and her father was unable to attend her funeral.

There is a movement afoot now to disinter her dust and transport it to Lexington for reburial with the rest of the family. In 1866, the grave of Annie Carter Lee was marked with a fitting stone, the gift of the good people of Vicksboro, N. C.

It was not until March 29, 1870, that General Lee was able to visit the grave of his daughter and that was shortly before his death on Oct. 12, 1870. Lee was born Jan. 1, 1807, dying in his 64th year.

WHILE TOUCHING on the family of Robert E. Lee, let it be observed that he was born in the Stratford mansion and in the same room in which were born two of the signers of the Declaration of Independence, Richard Henry Lee and Francis Lightfoot Lee.

It was Richard Henry Lee who got up in meeting in the Virginia House of Burgesses and flatly declared on June 10, 1776, that "these United Colonies are, and of right ought to be, free and independent States; that they are absolved from all allegiance to the British Crown; and that all political connection between them and Great Britain is, and ought to be, totally absolved."

"Stratford," the house in which Robert E. Lee was born, is in Westmoreland County, Va., Real name of the house was "Stratford Hall." Lee was named Robert Edward after two of his mother's brothers, Robert and Edward Carter.

the small society